



**WESTSIDE SANTA CLARITA VALLEY  
Roadway Phasing Analysis**

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<b>Contents</b>	<b>Page</b>
1.0 BACKGROUND .....	1
2.0 METHODOLOGY .....	1
3.0 WESTSIDE LAND USE .....	3
4.0 ROADWAY PHASING PLAN .....	3
5.0 TRAFFIC FORECASTS BY PHASE .....	16
6.0 NON-WESTSIDE AREAS .....	37
7.0 CONCLUSIONS.....	38
APPENDIX A – Land Use and Trip Generation by Planning Area	
APPENDIX B – Intersection Capacity Utilization Worksheets	
APPENDIX C – I-5 Freeway Mainline V/C Calculations	
APPENDIX D – Newhall Ranch Specific Plan – Traffic Mitigation Measures	

# Figures

Page

Figure 1: Westside Project Area .....	2
Figure 2: Westside Land Use and ADT Growth Trends.....	4
Figure 3: Santa Clarita Valley (excluding Westside) Growth Trends .....	5
Figure 4: Stage 1 Roadway Construction (2007-2010) – For Occupancies Through 2,240 DU/12.2 MSF (2011) .....	8
Figure 5: Stage 2 Roadway Construction (2010-2011) – For Occupancies Through 3,180 DU/13.2 MSF (2012) .....	9
Figure 6: Stage 3 Roadway Construction (2012) – For Occupancies Through 6,070 DU/14.9 MSF (2014) .....	10
Figure 7: Stage 4 Roadway Construction (2013-2014) – For Occupancies Through 14,520 DU/16.0 MSF (2018) .....	11
Figure 8: Stage 5 Roadway Construction (2015-2018) – For Occupancies Through 21,380 DU/17.7 MSF (2022) .....	12
Figure 9: Stage 6 Roadway Construction (2019-2022) – For Occupancies Through 25,000 DU/19.8 MSF (2025) .....	13
Figure 10: Stage 7 Roadway Construction (2023-2030) – For Occupancies Through 27,620 DU/22.1 MSF (Project Buildout) .....	14
Figure 11: Average Daily Traffic Volumes - 2011 .....	17
Figure 12: Project Development by Planning Area – 2011 .....	18
Figure 13: Average Daily Traffic Volumes - 2012 .....	19
Figure 14: Project Development by Planning Area – 2012 .....	20
Figure 15: Average Daily Traffic Volumes - 2014 .....	21
Figure 16: Project Development by Planning Area – 2014 .....	22
Figure 17: Average Daily Traffic Volumes - 2018 .....	23
Figure 18: Project Development by Planning Area – 2018 .....	24
Figure 19: Average Daily Traffic Volumes - 2022 .....	25
Figure 20: Project Development by Planning Area – 2022 .....	26
Figure 21: Average Daily Traffic Volumes - 2025 .....	27
Figure 22: Project Development by Planning Area - 2025 .....	28
Figure 23: Average Daily Traffic Volumes – 2030 .....	29
Figure 24: Project Development by Planning Area - 2030 .....	30
Figure A-1: SCVCTM TAZ Map – Westside Project Area.....	A-2
Figure B-1: Intersection Location Map – Westside Project Area .....	B-2

## Tables

Page

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Table 1: Westside Land Use by Development Area .....	6
Table 2: Westside Area Occupancy Projections .....	7
Table 3: Roadway Construction Stages .....	15
Table 4: Intersection Improvements by Stage.....	31
Table 5: Intersection Capacity Utilization Summary.....	34
Table 6: AM Peak Hour Level of Service Summary .....	35
Table 7: PM Peak Hour Level of Service Summary.....	36
Table 8: I-5 Level of Service Summary .....	39

# **WESTSIDE SANTA CLARITA VALLEY Roadway Phasing Analysis**

The purpose of this analysis is to evaluate the phased construction of new roadways within the Westside area of the Santa Clarita Valley. Traffic volume forecasts are presented and are utilized to evaluate the proposed phasing plan.

## **1.0 BACKGROUND**

The Westside of the Santa Clarita Valley is defined for the purpose of this analysis as the general area west of the Interstate 5 freeway, north of the existing Stevenson Ranch area, south of the Hasley Canyon/Val Verde area, and east of the Ventura County line, as depicted in Figure 1. It includes the Newhall Ranch Specific Plan area and the entire area is generally under a single ownership. The Newhall Ranch Specific Plan along with Entrada, Legacy Village and the buildout of the Commerce Center represent all the projects that will build out this area over the next 25 years.

As the land development occurs, new roadway infrastructure will be constructed to serve the Westside area. New highways, which include three bridge crossings of the Santa Clara River, as well as extensions of existing highways such as Magic Mountain Parkway, Valencia Boulevard, Pico Canyon Road, and Commerce Center Drive, will provide the backbone highway system for the Westside. This analysis evaluates the phasing of that infrastructure in relation to the projected development.

## **2.0 METHODOLOGY**

The timing and order of roadway construction is primarily based on the land development of the areas served by the roads. A draft master land use phasing plan has been prepared by the land owner for use with this analysis, and the plan provides the basis for the trip generation characteristics (amount and location) within the area being studied.

Several milestone years are modeled using versions of the Santa Clarita Valley Consolidated Traffic Model (SCVCTM) specially prepared for this analysis. These horizon years start at year 2011 and

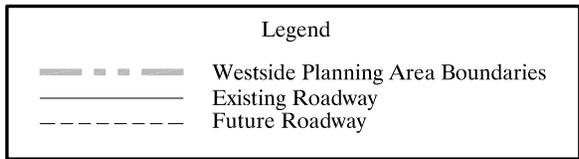
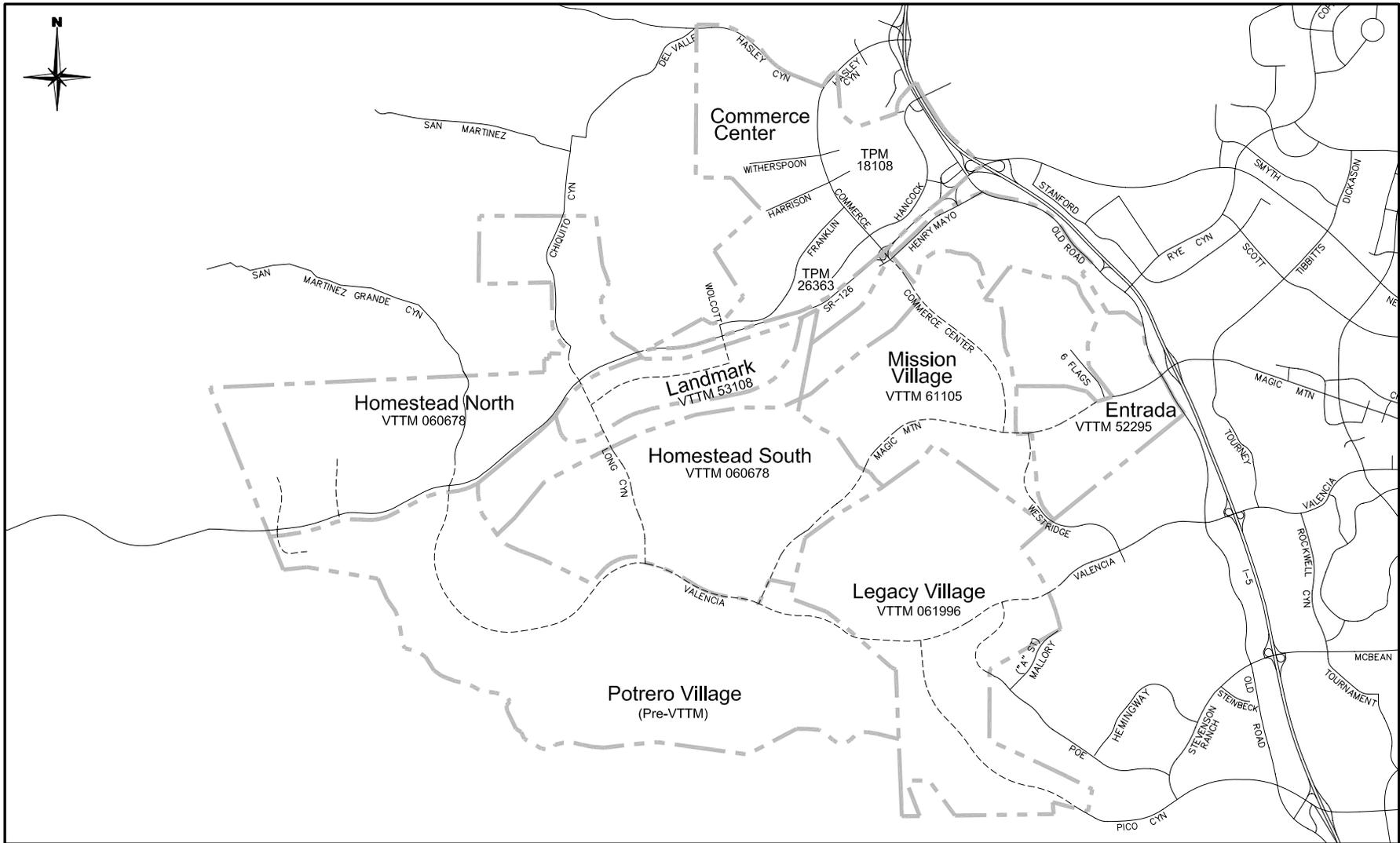


Figure 1  
WESTSIDE PROJECT AREA

continue through the year 2030. Detailed land use projections for the Westside area are utilized for the trip generation estimates for each of the horizon years. Outside the Westside area, trip generation estimates are interpolated using the SCVCTM Interim Year setting and Long-range Cumulative setting as the basis for the interpolation.

Figure 2 illustrates how the land use for the Westside area is projected to increase over time. Also shown in the figure is the corresponding trip generation for the same time period. Note that the Westside area as used in this analysis includes the Commerce Center, which accounts for the majority of the non-residential development of the initial years of the land use plan.

Figure 3 provides the corresponding information for the non-Westside portion of the Santa Clarita Valley. Details of the land use projections for the Westside area are provided in the following section.

### **3.0 WESTSIDE LAND USE**

With the exception of the Commerce Center area, which currently has around 6.5 MSF of occupied industrial park uses, the existing condition of the Westside area is largely undeveloped. A summary of the Westside land use by development area is provided in Table 1, which shows the estimated dates for first occupancy and buildout.

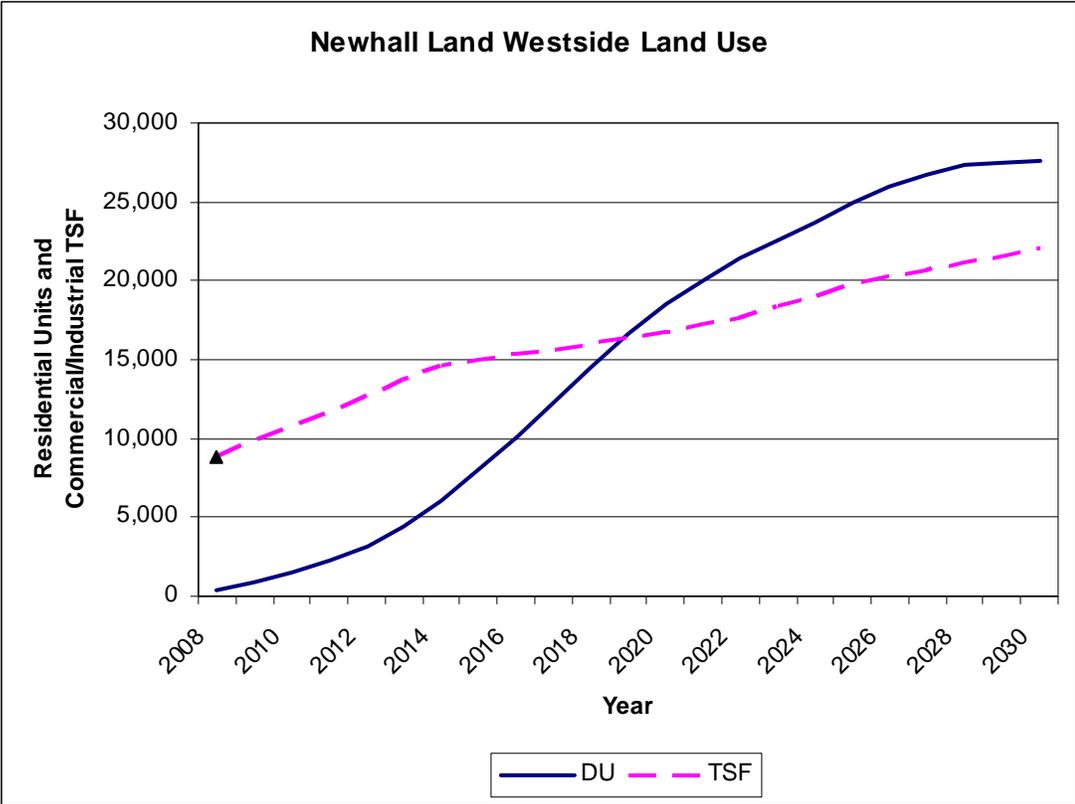
Table 2 provides a summary of occupancy projections for the Westside area. Detailed land use and trip generation estimates for each planning area are provided in Appendix A for each of the horizon years selected for analysis.

### **4.0 ROADWAY PHASING PLAN**

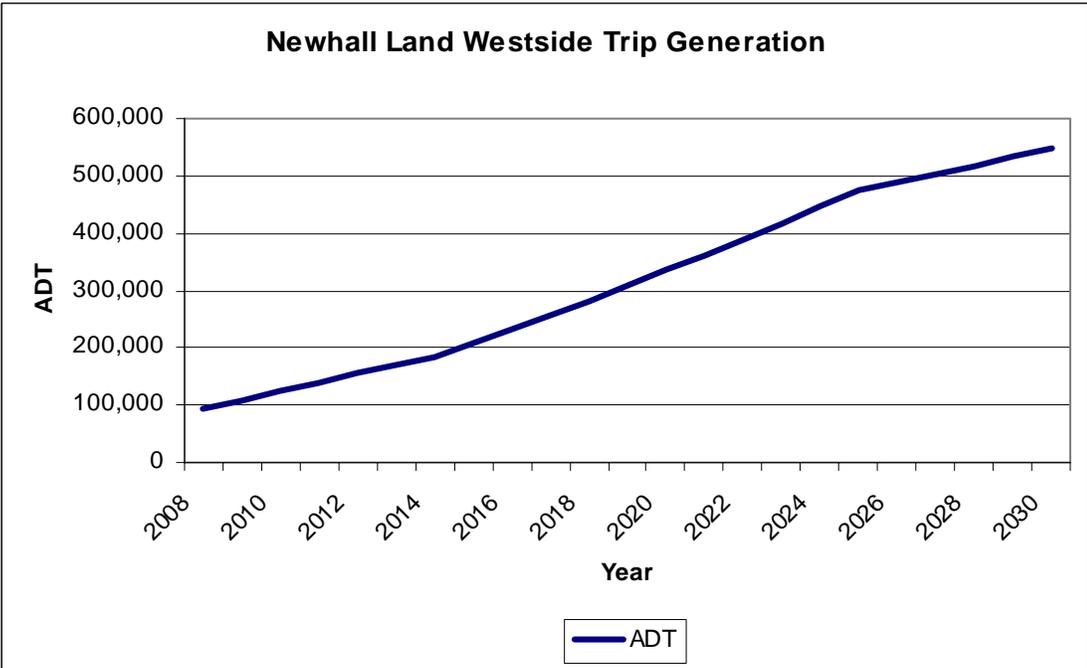
A master phasing plan for Westside area roadways has been developed to serve the areas listed in the previous section. A total of seven distinct stages have been identified and are illustrated in Figure 4 through Figure 10.

The figures are organized such that roadway construction is identified by the years in which the construction needs to take place, which will tie in with the issuance of Certificates of Occupancy.

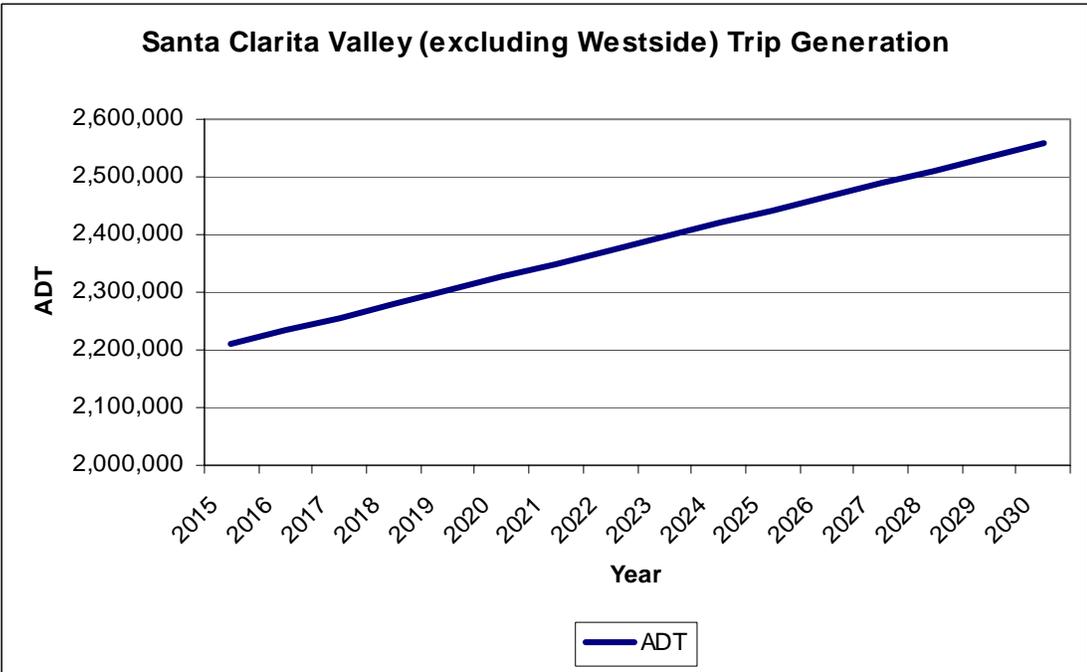
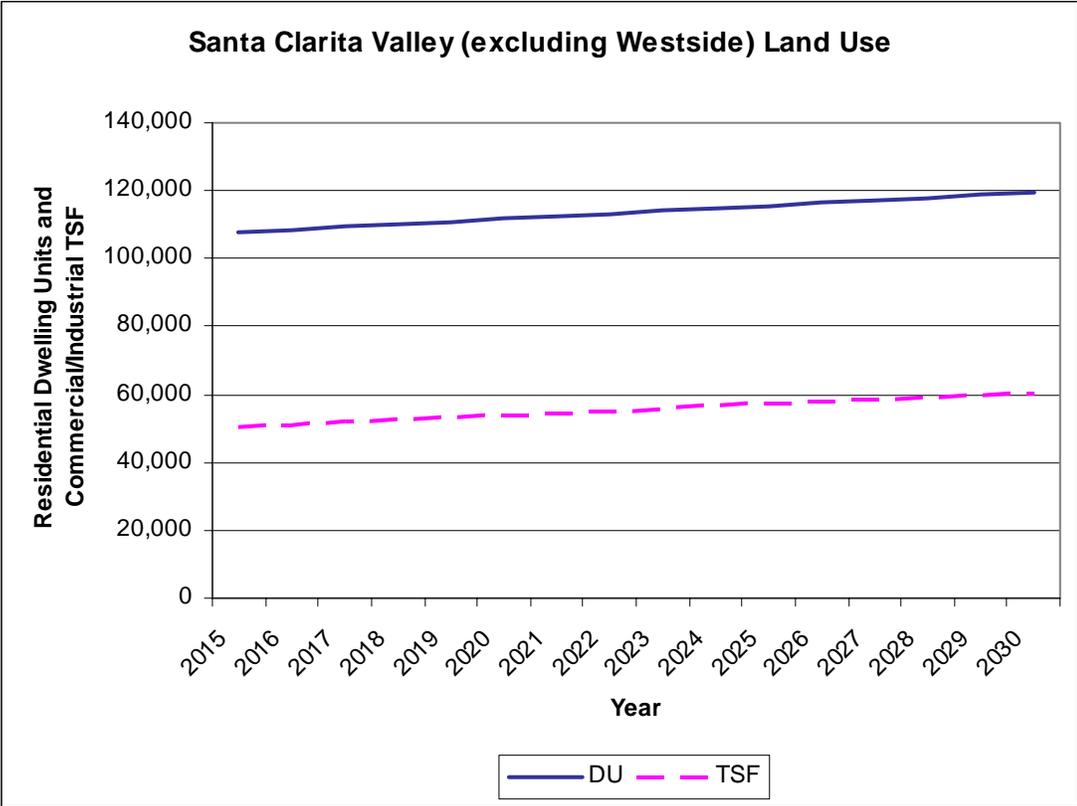
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▲ Initial 9 MSF includes the existing Commerce Center plus estimated Commerce Center occupancies through 2008.



**Figure 2: Westside Land Use and ADT Growth Trends**



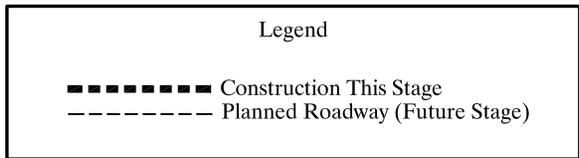
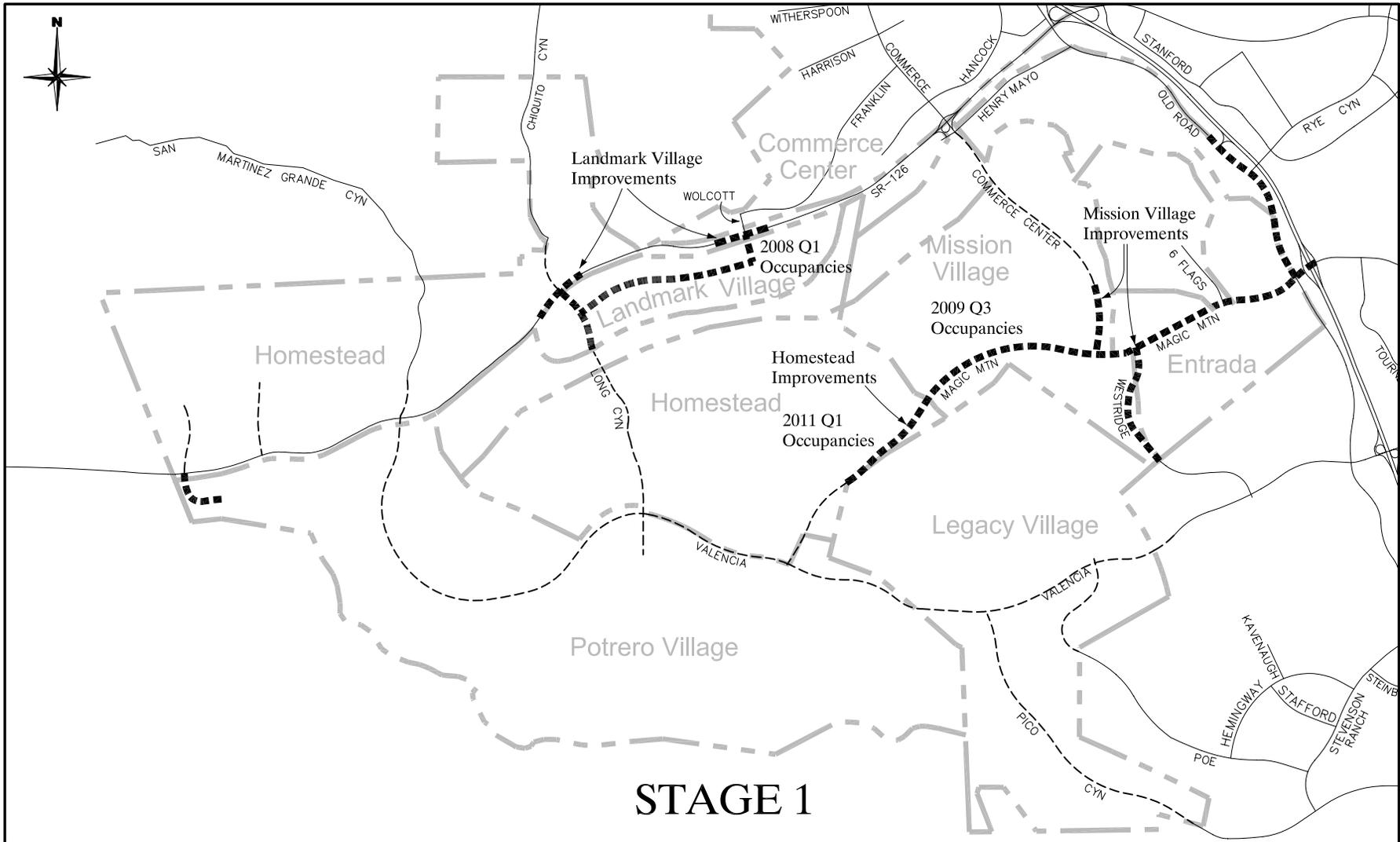
**Figure 3: Santa Clarita Valley (excluding Westside) Growth Trends**

**Table 1: Westside Land Use by Development Area**

<b>Area/Land Use</b>	<b>Amount</b>	<b>First Occupancy</b>	<b>Buildout</b>
<b>LANDMARK VILLAGE (NEWHALL RANCH)</b>			
Residential	1,444 DU	2008	2011
Commercial	1,033 TSF	2008	2011
<b>MISSION VILLAGE (NEWHALL RANCH)</b>			
Residential	5,331 DU	2009	2023
Commercial	1,299 TSF	2009	2023
<b>HOMESTEAD (NEWHALL RANCH)</b>			
Residential	5,686 DU	2011	2025
Commercial	1,330 TSF	2023	2030
<b>ENTRADA</b>			
Residential	3,230 DU	2011	2019
Commercial	3,285 TSF <sup>1</sup>	2008	2030
Hotel	300 Room	2023	2023
<b>LEGACY VILLAGE (STEVENSON RANCH)</b>			
Residential	3,500 DU	2012	2020
Commercial	375 TSF	2019	2022
<b>POTRERO VILLAGE (NEWHALL RANCH)</b>			
Residential	8,424 DU	2013	2030
Commercial	1,257 TSF <sup>2</sup>	2019	2030
<b>COMMERCE CENTER</b>			
Commercial	13,100 TSF <sup>3,4</sup>	existing	2014
<b>TOTAL</b>			
Residential	27,615 DU	2008	2030
Commercial	21,679 TSF	existing	2030
Hotel	300 Room	2023	2023
<sup>1</sup> VTTM 52295 only. Excludes other development by others that is part of the same traffic analysis zone. <sup>2</sup> Excludes water reclamation plant. <sup>3</sup> Includes existing development in the Commerce Center. <sup>4</sup> Sterling Project (approximately 1.3 MSF) is not included in the above total but traffic forecasts include full occupancy of the Sterling site by 2011.			

**Table 2: Westside Area Occupancy Projections**

Location	Cumulative Occupancy Projections by Year													
	2008-2011		2012		2013-2014		2015-2018		2019-2022		2023-2025		2026-2030	
	DU	MSF	DU	MSF	DU	MSF	DU	MSF	DU	MSF	DU	MSF	DU	MSF
Landmark Village	1,444	1.03	1,444	1.03	1,444	1.03	1,444	1.03	1,444	1.03	1,444	1.03	1,444	1.03
Mission Village	531	.29	932	.29	1,874	.31	3,930	.64	5,297	.96	5,331	1.30	5,331	1.30
Homestead (No.)	--	--	--	--	--	--	--	--	479	--	1,779	.60	1,779	1.33
Homestead (So.)	112	--	312	--	851	--	2,289	--	3,907	--	3,907	--	3,907	--
Potrero Village	--	--	--	--	114	--	1,169	--	3,516	.50	5,810	.90	8,424	1.36
Legacy Village	--	--	97	--	597	--	2,586	--	3,500	.38	3,500	.38	3,500	.38
Entrada	150	.43 <sup>1</sup>	391	.43	1,186	.43	3,097	1.23	3,230	1.68	3,230	2.47	3,230	3.58
Commerce Center	--	10.46 <sup>2</sup>	--	11.42	--	13.10	--	13.10	--	13.10	--	13.10	--	13.10
<b>Total</b>	<b>2,237</b>	<b>12.21</b>	<b>3,176</b>	<b>13.17</b>	<b>6,066</b>	<b>14.87</b>	<b>14,515</b>	<b>16.00</b>	<b>21,373</b>	<b>17.65</b>	<b>25,001</b>	<b>19.78</b>	<b>27,615</b>	<b>22.08</b>
Net Increase from Previous Period	--	--	939	.96	2,890	1.70	8,449	1.13	6,858	1.65	3,628	2.13	2,614	2.30
<sup>1</sup> Includes existing Castaic Junction area development and anticipated occupancies between existing and 2011. <sup>2</sup> Includes existing Commerce Center development and anticipated occupancies between existing and 2011.														



**Figure 4**  
**STAGE 1 ROADWAY CONSTRUCTION (2007-2010)**  
**- FOR OCCUPANCIES THROUGH**  
**2,240 DU/12.2 MSF (2011)**

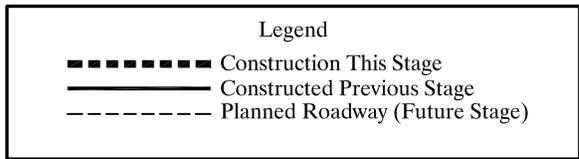
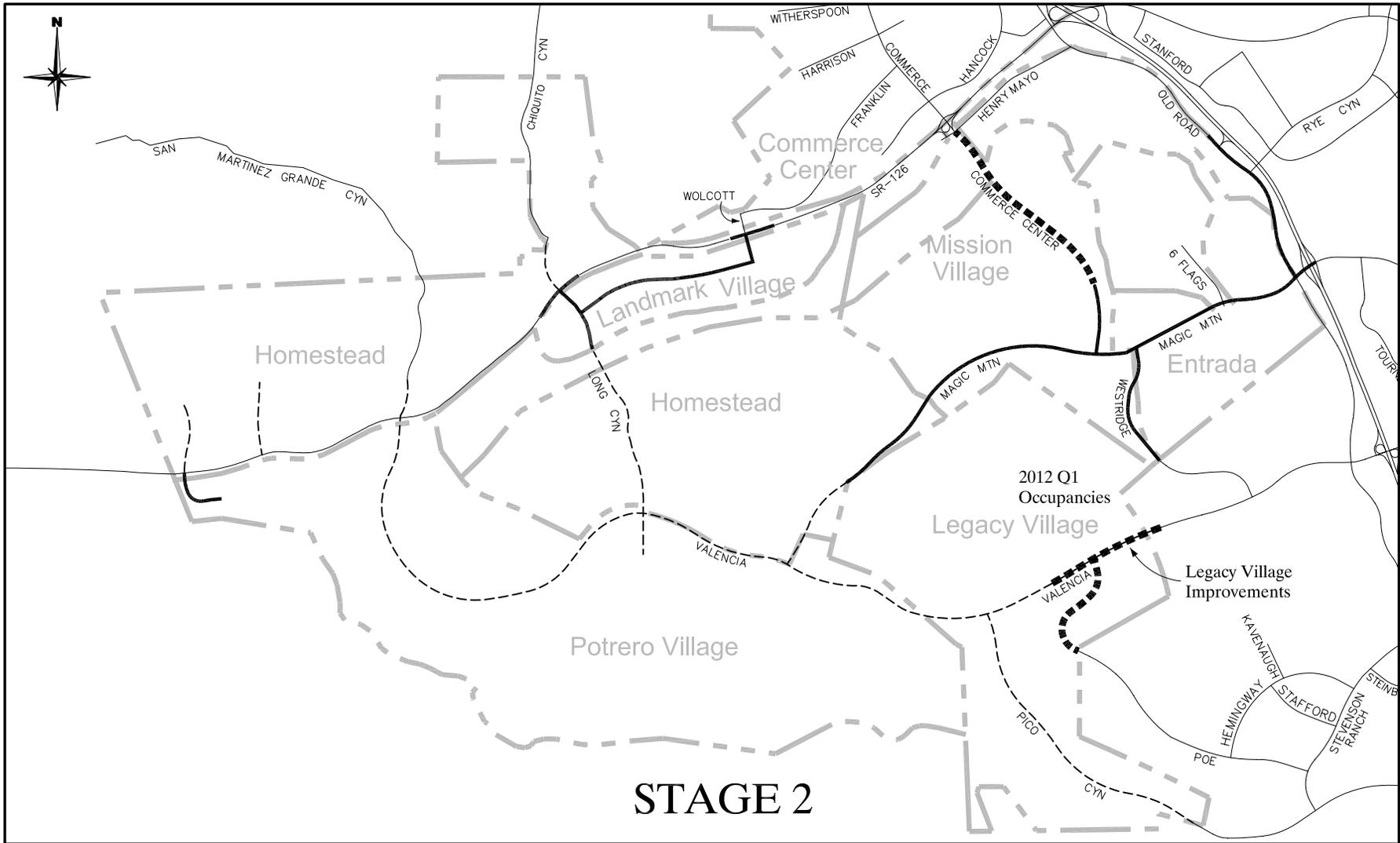


Figure 5  
**STAGE 2 ROADWAY CONSTRUCTION (2010-2011)**  
 - FOR OCCUPANCIES THROUGH  
 3,180 DU/13.2 MSF (2012)

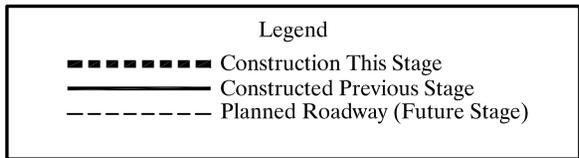
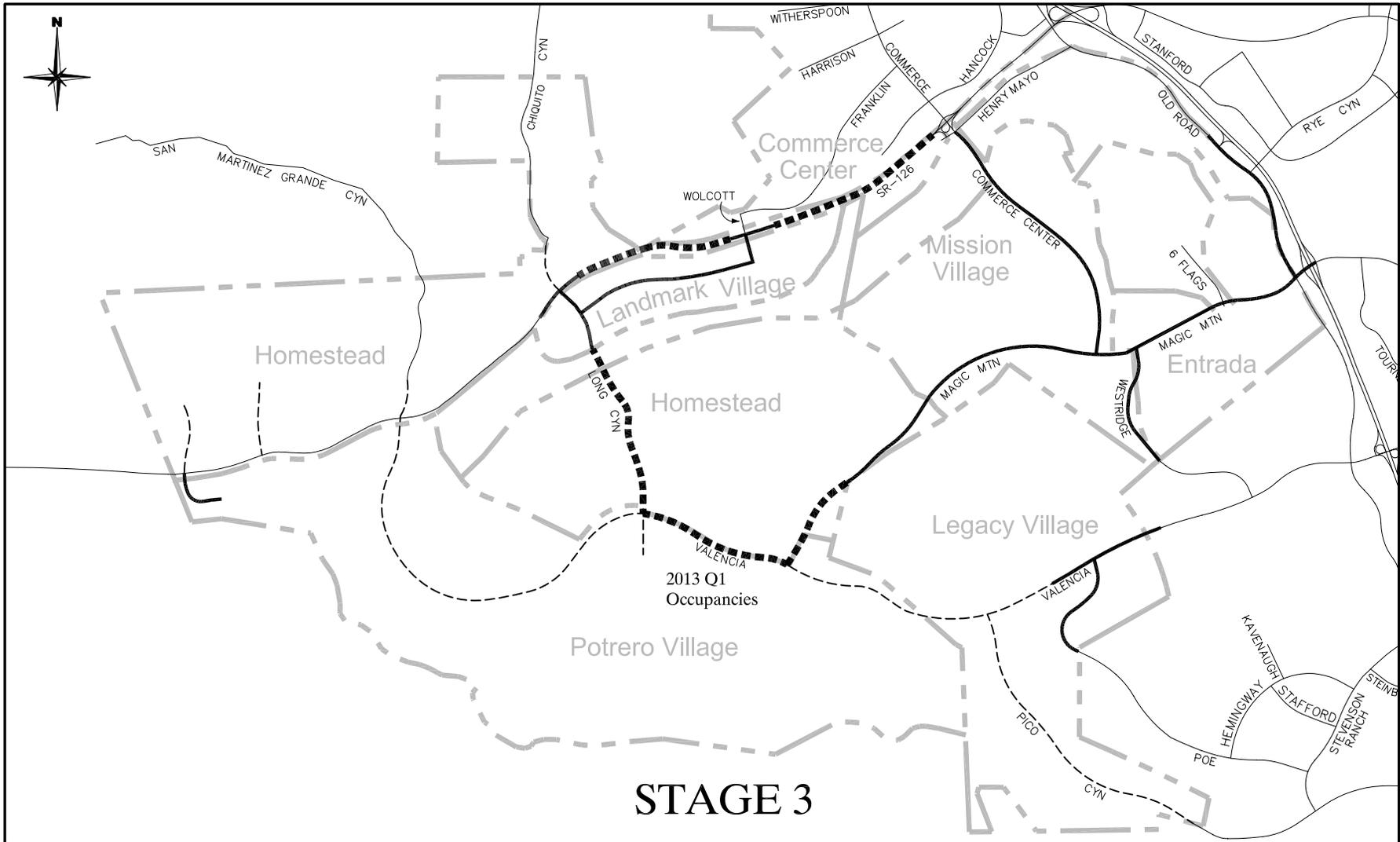
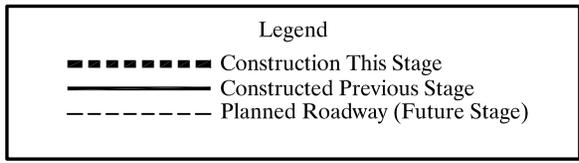
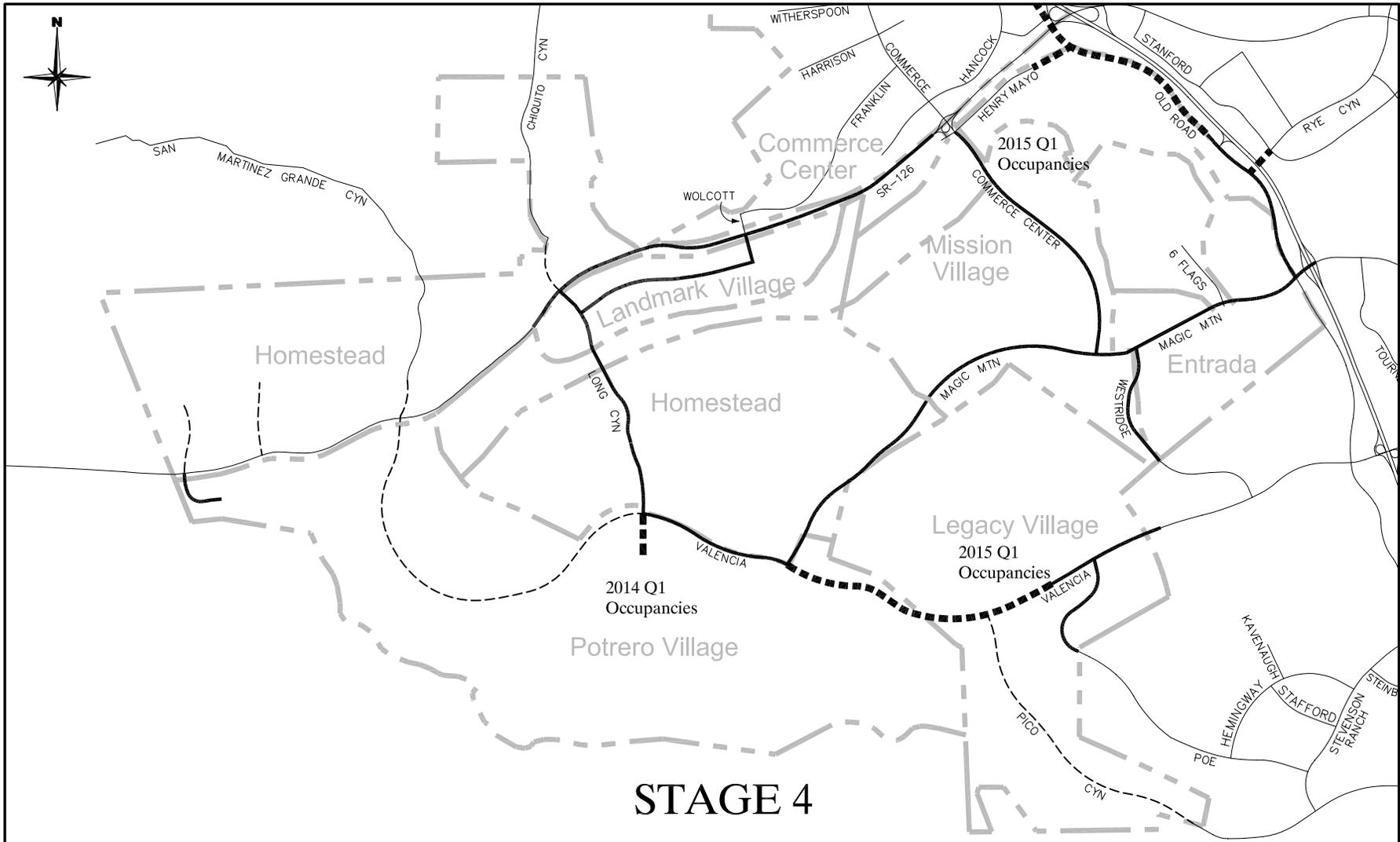


Figure 6

**STAGE 3 ROADWAY CONSTRUCTION (2012)**  
**- FOR OCCUPANCIES THROUGH**  
**6,070 DU/14.9 MSF (2014)**



**Figure 7**  
**STAGE 4 ROADWAY CONSTRUCTION (2013-2014)**  
**- FOR OCCUPANCIES THROUGH**  
**14,520 DU/16.0 MSF (2018)**

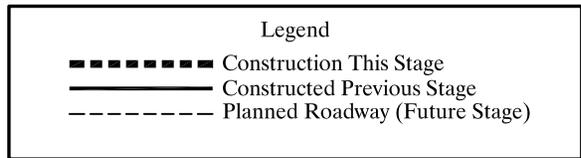
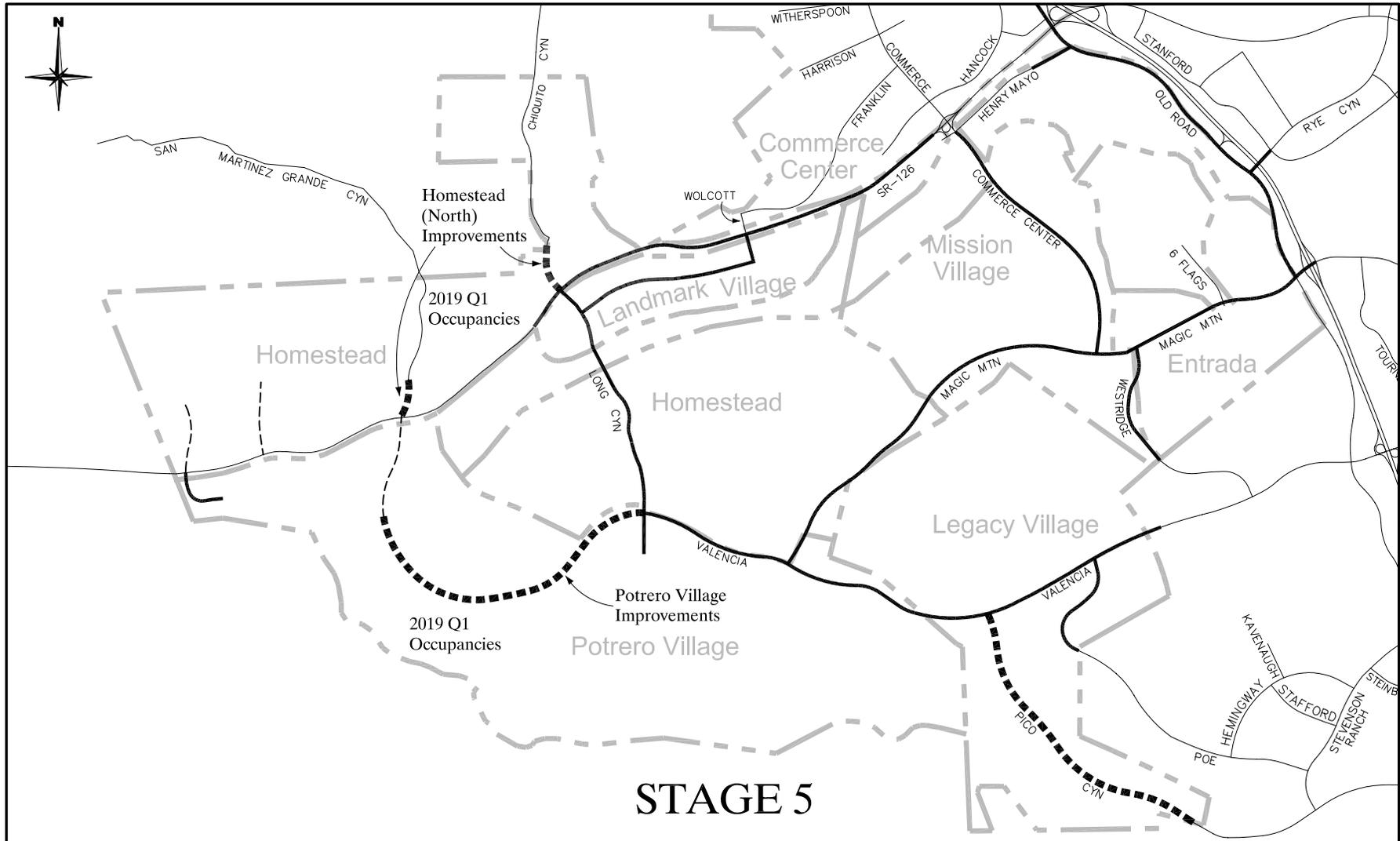


Figure 8

**STAGE 5 ROADWAY CONSTRUCTION (2015-2018)**  
 - FOR OCCUPANCIES THROUGH  
 21,380 DU/17.7 MSF (2022)

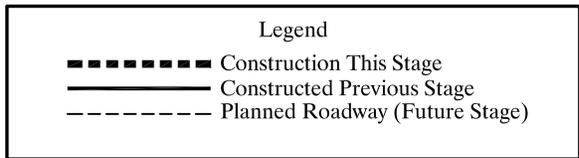
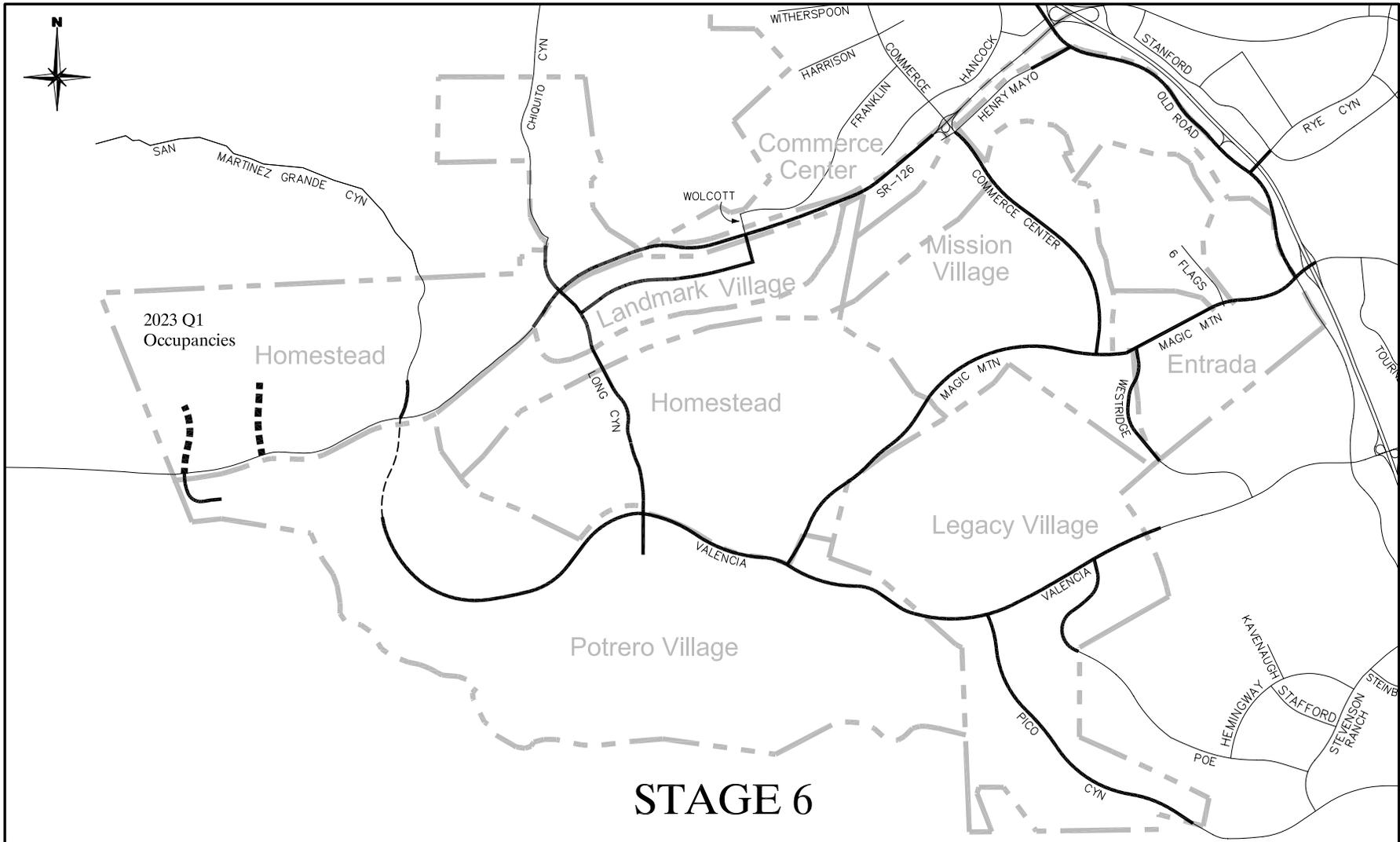
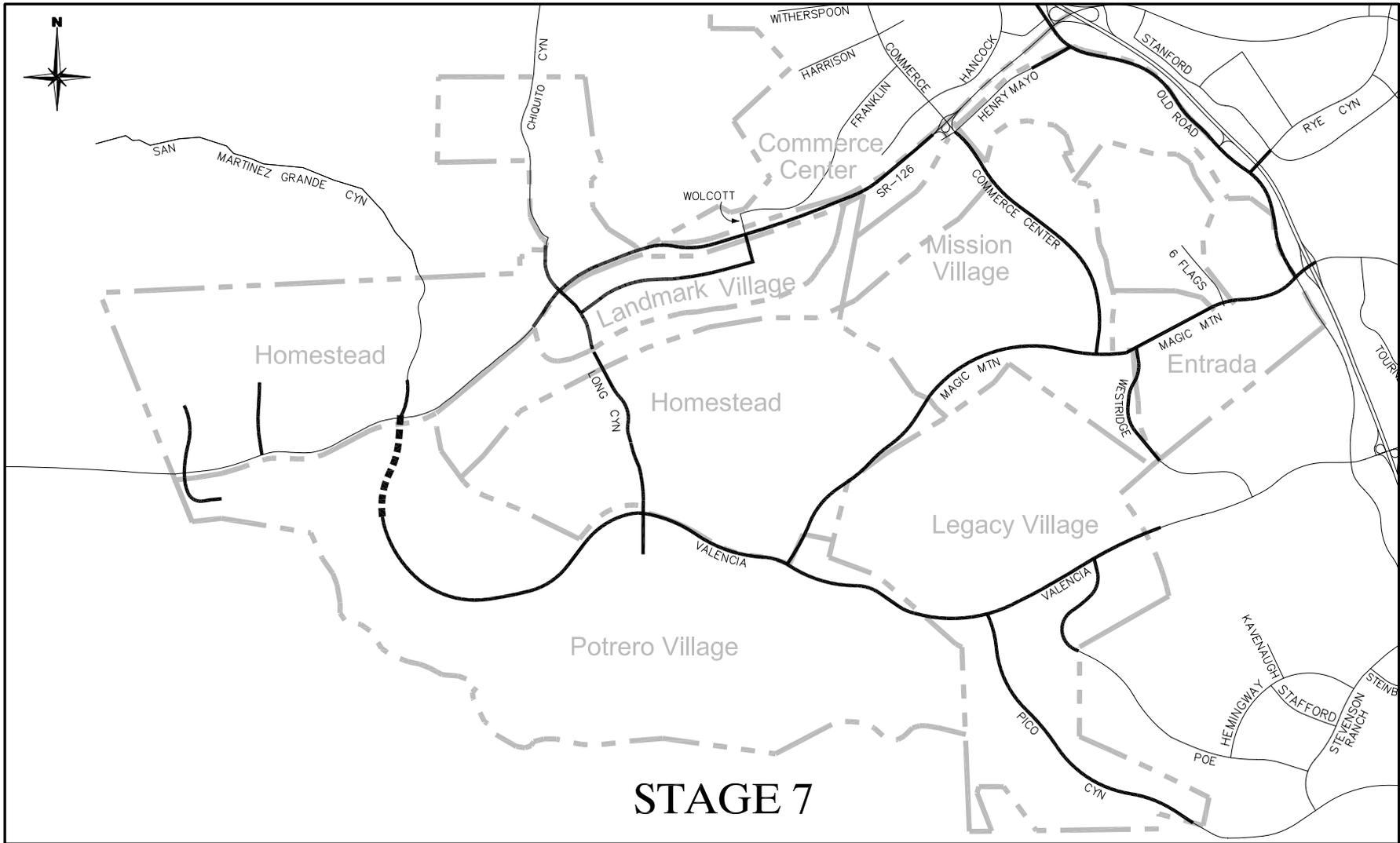


Figure 9  
**STAGE 6 ROADWAY CONSTRUCTION (2019 - 2022)**  
 - FOR OCCUPANCIES THROUGH  
 25,000 DU/19.8 MSF (2025)



**STAGE 7**

**Legend**

- ▬▬▬▬▬ Construction This Stage
- ▬▬▬▬▬ Constructed Previous Stage
- - - - - Planned Roadway (Future Stage)

**Figure 10**  
**STAGE 7 ROADWAY CONSTRUCTION (2023-2030)**  
**- FOR OCCUPANCIES THROUGH**  
**27,620 DU/22.1 MSF (PROJECT BUILDOUT)**

Completing the roadway construction by the years indicated will serve the land use plan as currently envisioned for that year and the years immediately following, after which additional infrastructure will be needed to serve additional development. Therefore, the infrastructure shown in each stage of construction will accommodate the land use development that will be occurring while the next stage of new roadways are being constructed. A description of each roadway construction stage, the estimated completion dates for the construction, and the amount of development that can be supported by that stage, is provided in Table 3.

**Table 3: Roadway Construction Stages**

Stage	Description	Completion Date	Max DU	Max MSF
1	Construct access to Landmark Village from SR-126 Construct access to Water Treatment Plant from SR-126 Extend Magic Mountain Parkway into Mission Village Extend Westridge Parkway to Magic Mountain Parkway Widen The Old Road between Feedmill Road & the relocated Rye Canyon interchange Extend Magic Mountain Parkway into Homestead	End of 2007 End of 2007 Mid 2009 Mid 2009 Mid 2010  End of 2010	2,237	12.21
2	Construct Commerce Center Drive Bridge/connect Mission Village to SR-126 Extend Valencia Boulevard into Legacy Village Extend Poe Parkway to Valencia Boulevard	End of 2011  End of 2011 End of 2011	3,176	13.17
3	Extend Magic Mountain Parkway into Potrero Village Construct segments of Valencia Blvd (Potrero Village) & Long Canyon Road Construct Long Canyon Road Bridge/connect Homestead (South) to SR-126 Widen SR-126 to 8-lanes between Commerce Center Drive and Long Canyon Road	End of 2012 End of 2012  End of 2012 End of 2012	6,066	14.87
4	Extend Valencia Boulevard to Potrero Village/Magic Mountain Parkway Widen The Old Road between the relocated Rye Canyon interchange to just north of SR-126	End of 2014  End of 2014	14,515	16.00
5	Construct Valencia Blvd west of Long Canyon Road Construct access to Homestead (North) from SR-126 at Chiquito Cyn Rd and at San Martinez Grande Cyn Rd Extend Pico Canyon Road to Valencia Blvd	End of 2018 End of 2018  End of 2018	21,373	17.65
6	Construct access to Homestead (North) from SR-126 at County Line	End of 2022	25,001	19.78
7	Construct 3rd river crossing Bridge (Potrero/Valencia)	2030	27,615	22.08
DU = Dwelling Units MSF = Million Square Feet (non-residential uses) Max = Maximum amount of land use to be supported by Stage				

The following section presents traffic model forecasts for the key stages of the phasing plan.

## 5.0 TRAFFIC FORECASTS BY PHASE

Key roadway construction stages have been modeled using the corresponding amount of land use development to be supported by the new roadways. Figures illustrate the Average Daily Traffic (ADT) volumes and the corresponding amounts of Westside land use development for each of the following scenarios:

- Year 2011 Land Use Projections with Stage 1 Roadways (Figure 11 & Figure 12)
- Year 2012 Land Use Projections with Stage 2 Roadways (Figure 13 & Figure 14)
- Year 2014 Land Use Projections with Stage 3 Roadways (Figure 15 & Figure 16)
- Year 2018 Land Use Projections with Stage 4 Roadways (Figure 17 & Figure 18)
- Year 2022 Land Use Projections with Stage 5 Roadways (Figure 19 & Figure 20)
- Year 2025 Land Use Projections with Stage 6 Roadways (Figure 21 & Figure 22)
- Year 2030 Land Use Projections with Stage 6<sup>1</sup> Roadways (Figure 23 & Figure 24)

As noted earlier, the roadways shown for each phase will be adequate to support the land development up to that year. Roadway construction from the next stage will then need to be in place to accommodate the additional development of subsequent years.

In addition to the roadway improvements outlined in the previous section, various intersection specific improvements will be required as part of each stage. Table 4 lists the intersection improvements needed to maintain acceptable levels of service through buildout of the Westside area. Constructing these intersection improvements as part of the indicated stages will result in the Intersection Capacity Utilization (ICU) values shown in Table 5 and the corresponding Levels of Service (LOS) shown in Table 6 for the AM peak hour and in Table 7 for the PM peak hour. Detailed ICU worksheets are provided in Appendix B.

In all cases, levels of service are maintained at LOS D or better up to and including buildout of the Westside area with the roadways constructed during Stage 6. Stage 7 will then complete the Westside roadway network (the County Highway Plan) by constructing the 3<sup>rd</sup> Santa Clara River crossing to complete the final segment of Valencia Boulevard (Potrero Canyon Road) between SR-126 and Potrero Village.

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<sup>1</sup> Year 2030 with Stage 7 Roadways (buildout conditions) was evaluated as part of the Newhall Ranch Specific Plan EIR and is not included as part of this phasing analysis.

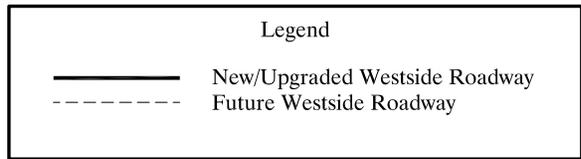
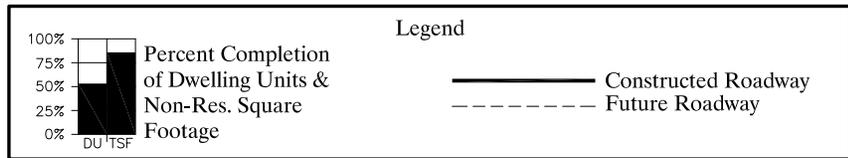
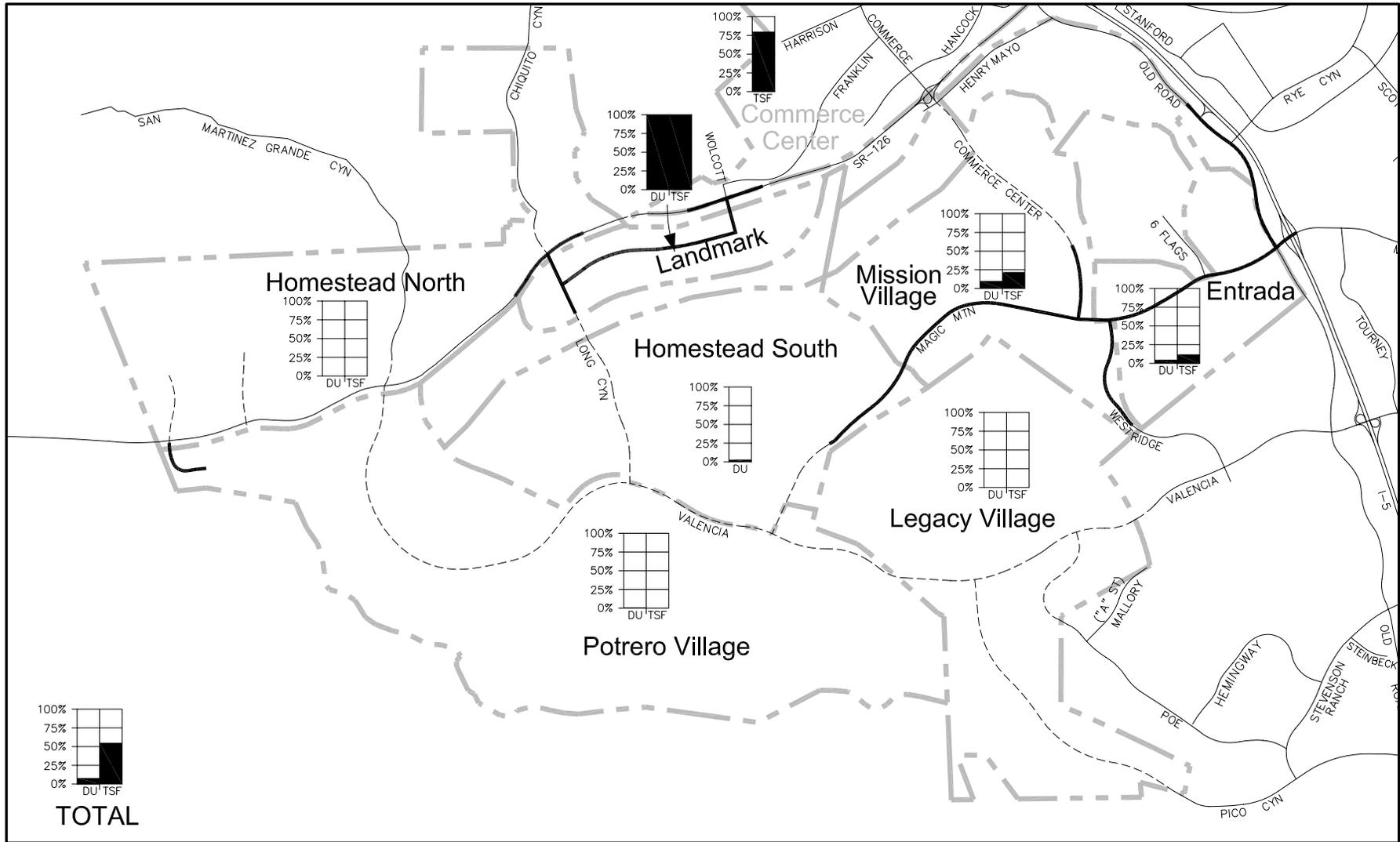
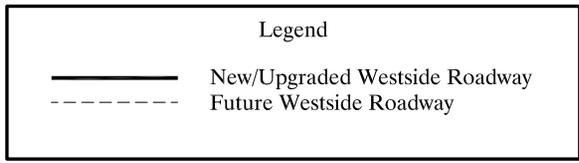
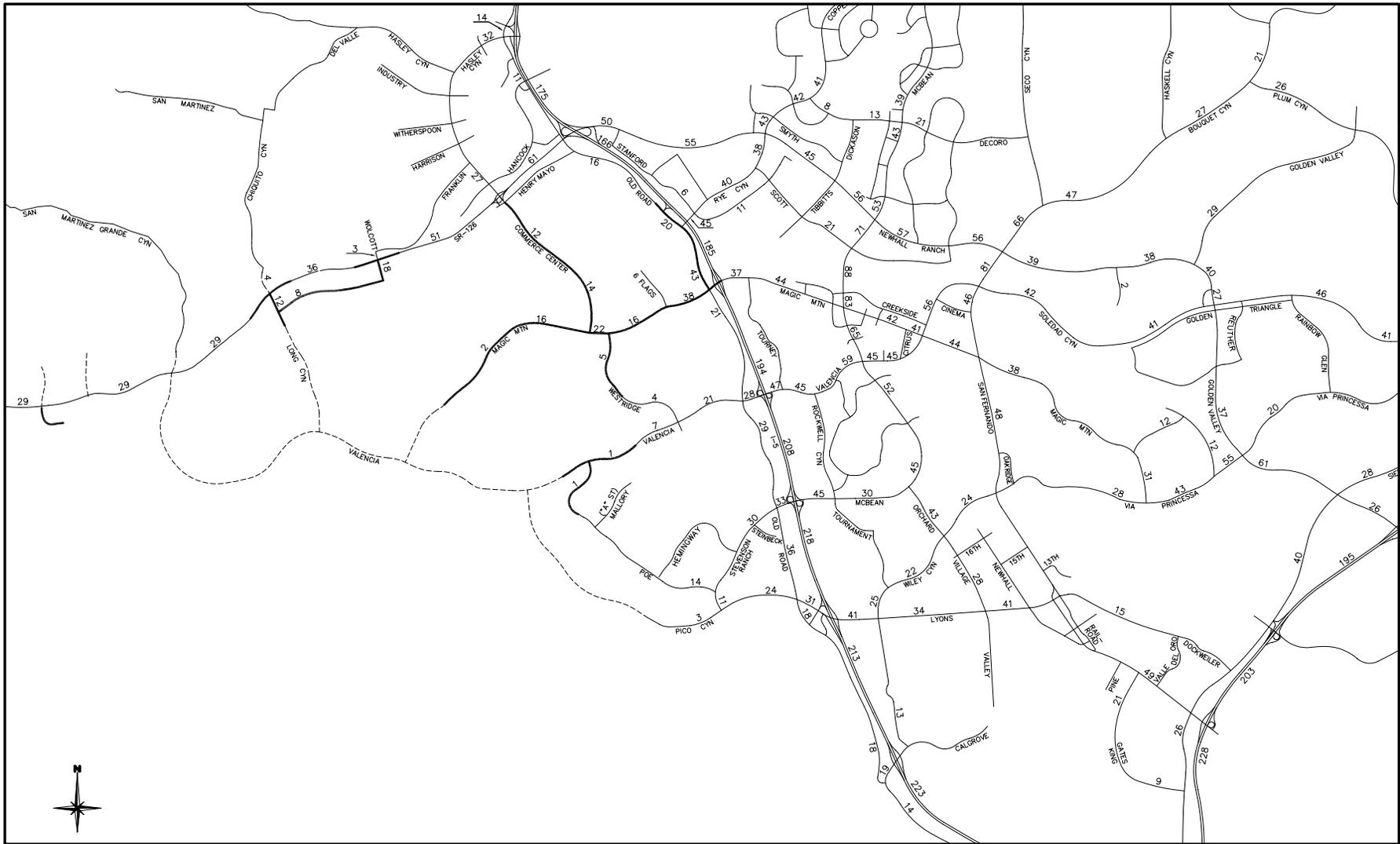


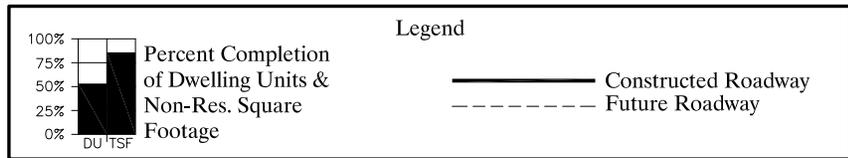
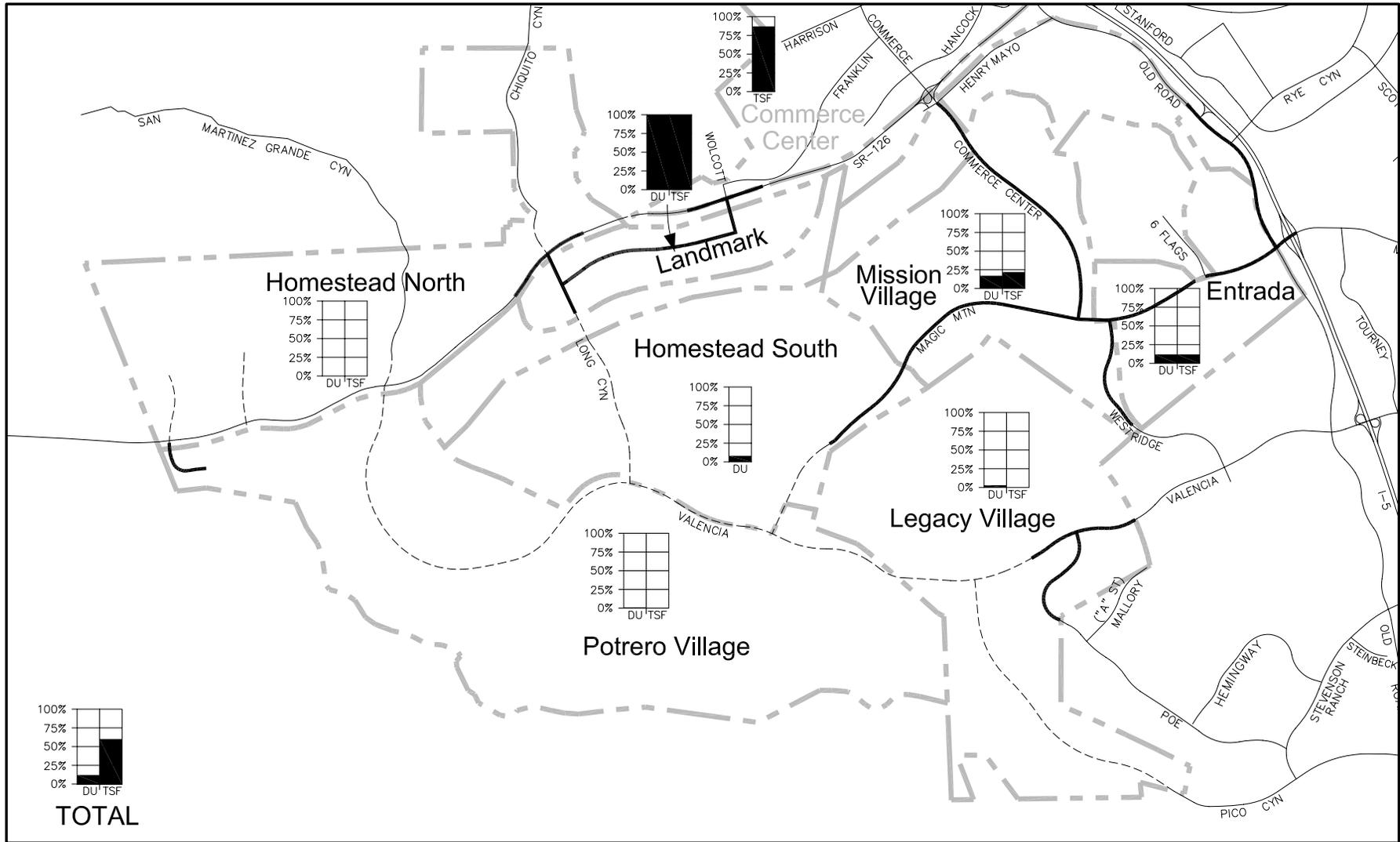
Figure 11  
 AVERAGE DAILY TRAFFIC VOLUMES (000s)  
 -2011



**Figure 12**  
PROJECT DEVELOPMENT BY PLANNING AREA  
-2011



**Figure 13**  
**AVERAGE DAILY TRAFFIC VOLUMES (000s)**  
**-2012**



**Figure 14**  
PROJECT DEVELOPMENT BY PLANNING AREA  
-2012

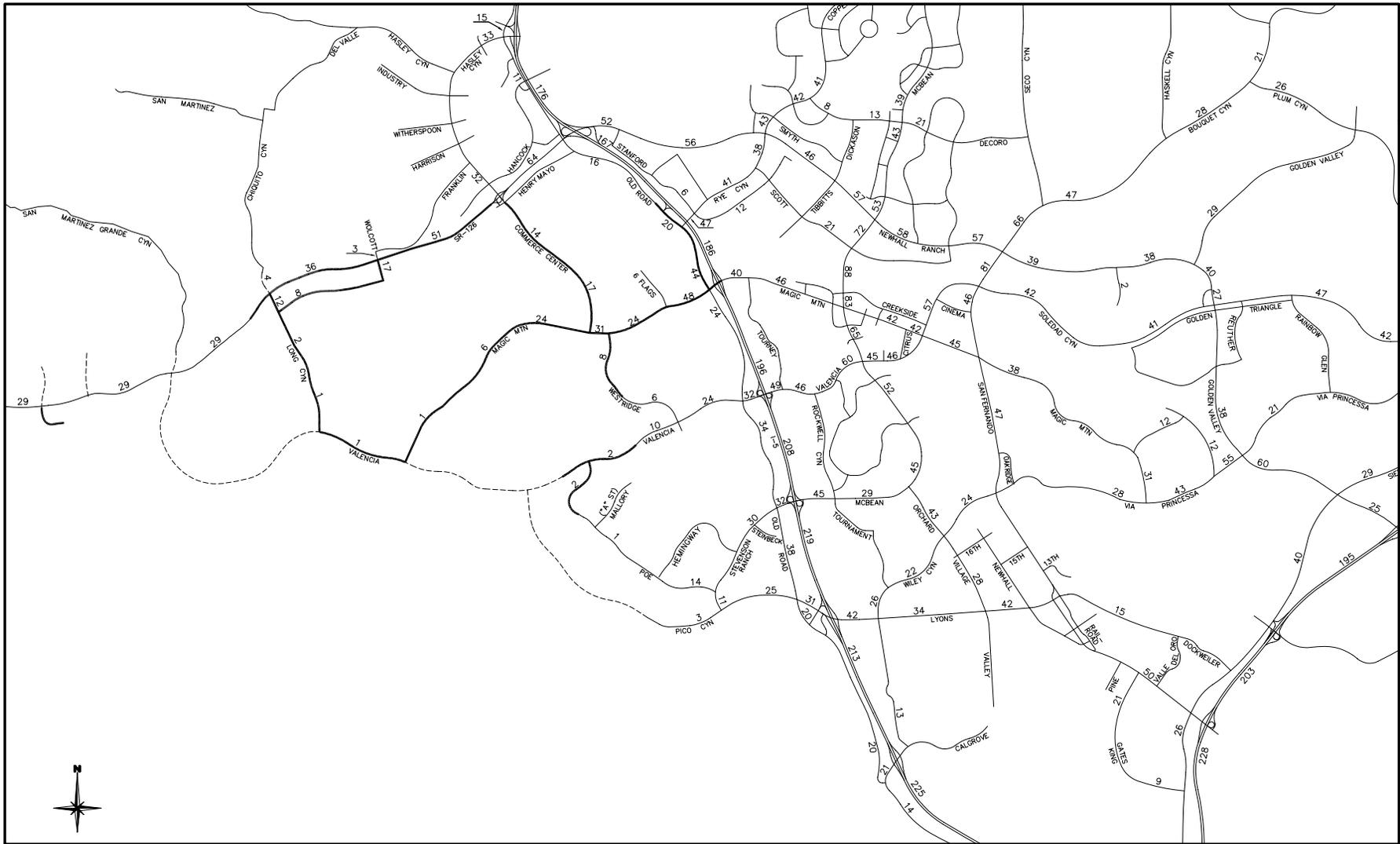


Figure 15  
 AVERAGE DAILY TRAFFIC VOLUMES (000s)  
 -2014

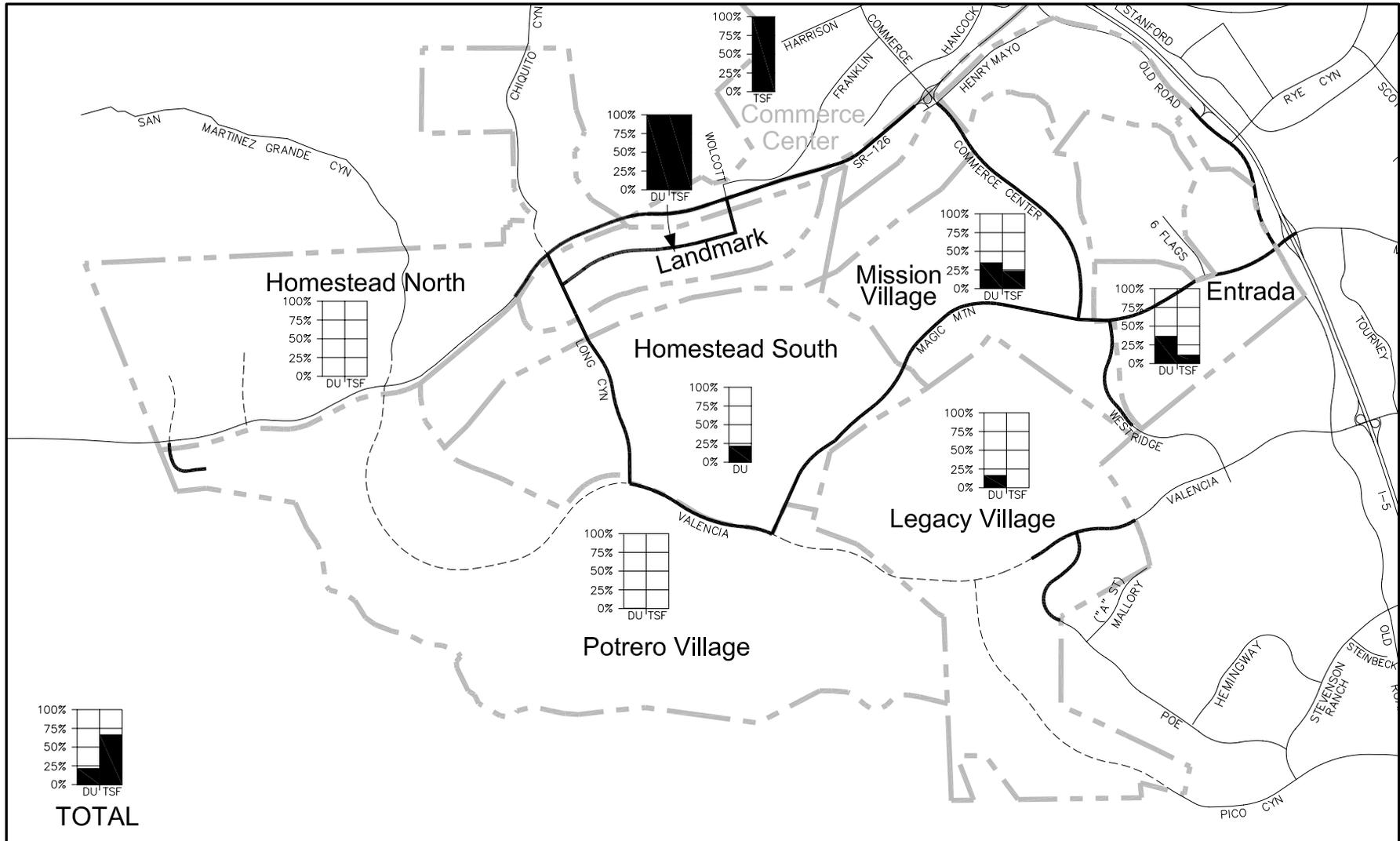


Figure 16  
PROJECT DEVELOPMENT BY PLANNING AREA  
-2014

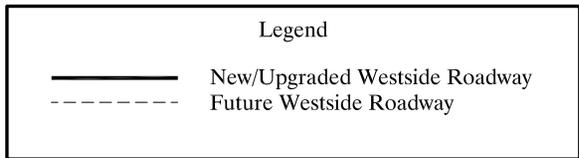
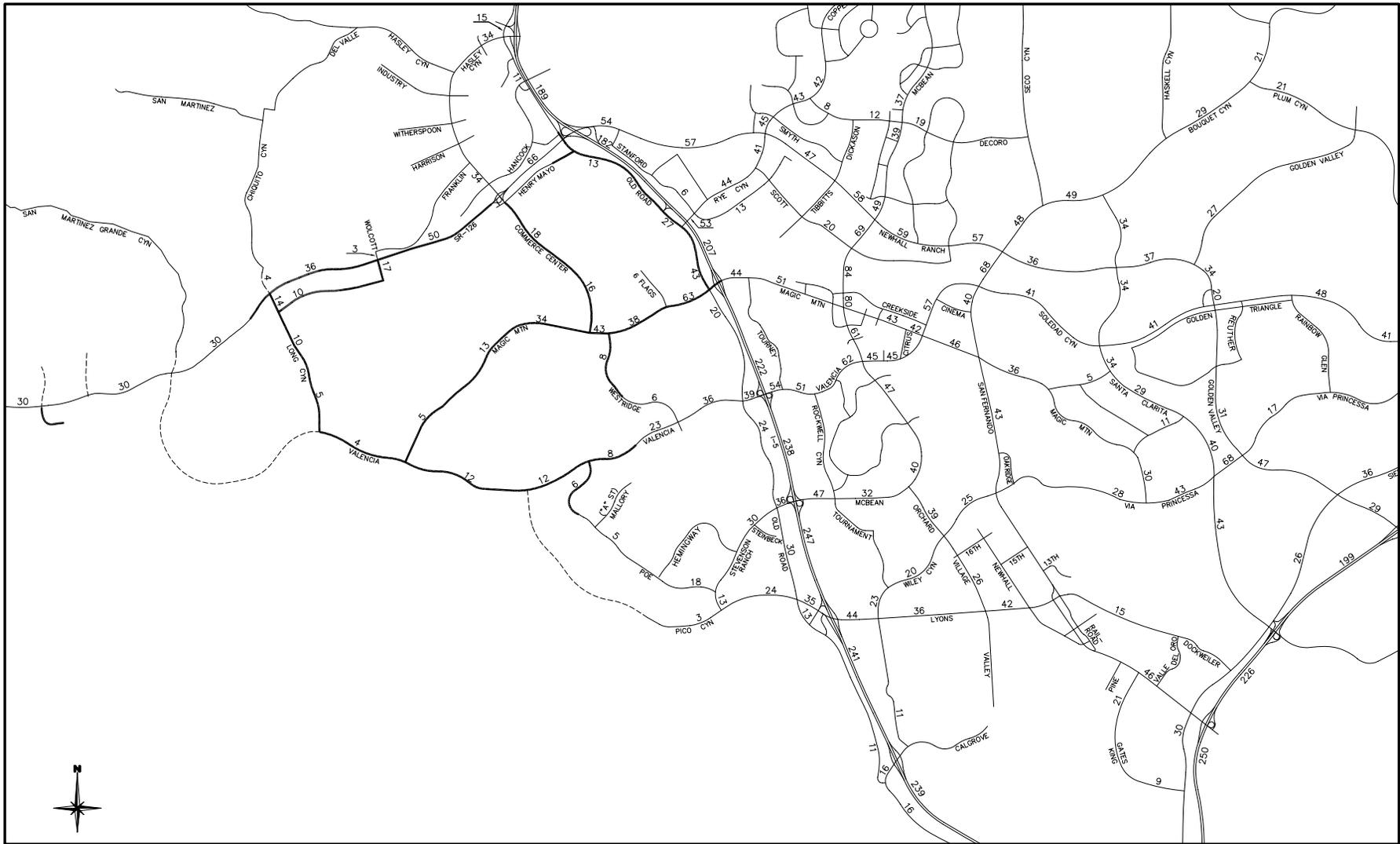
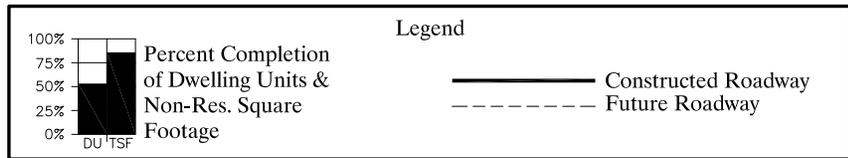
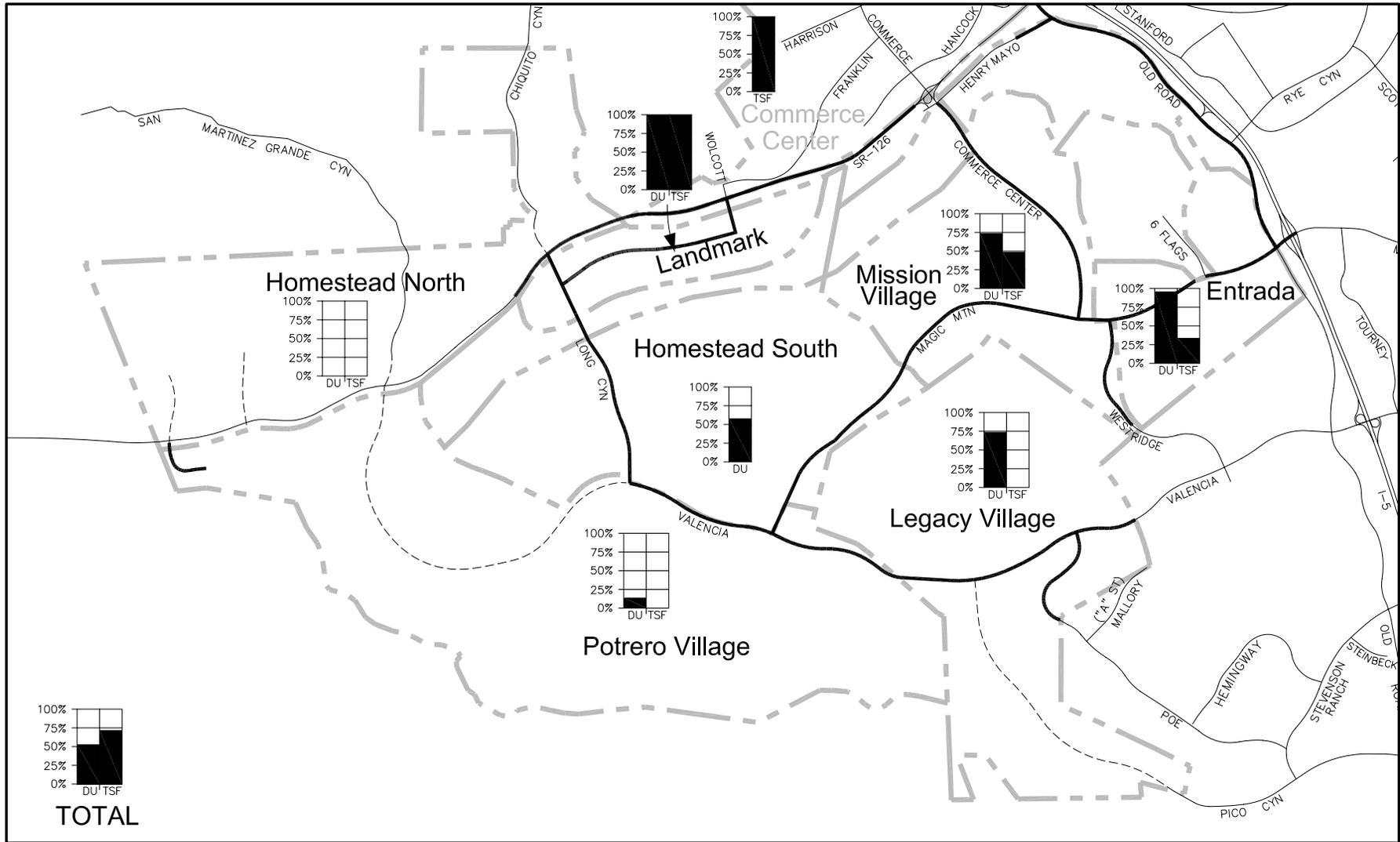


Figure 17  
 AVERAGE DAILY TRAFFIC VOLUMES (000s)  
 -2018



**Figure 18**  
PROJECT DEVELOPMENT BY PLANNING AREA  
-2018

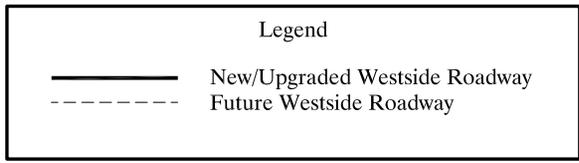
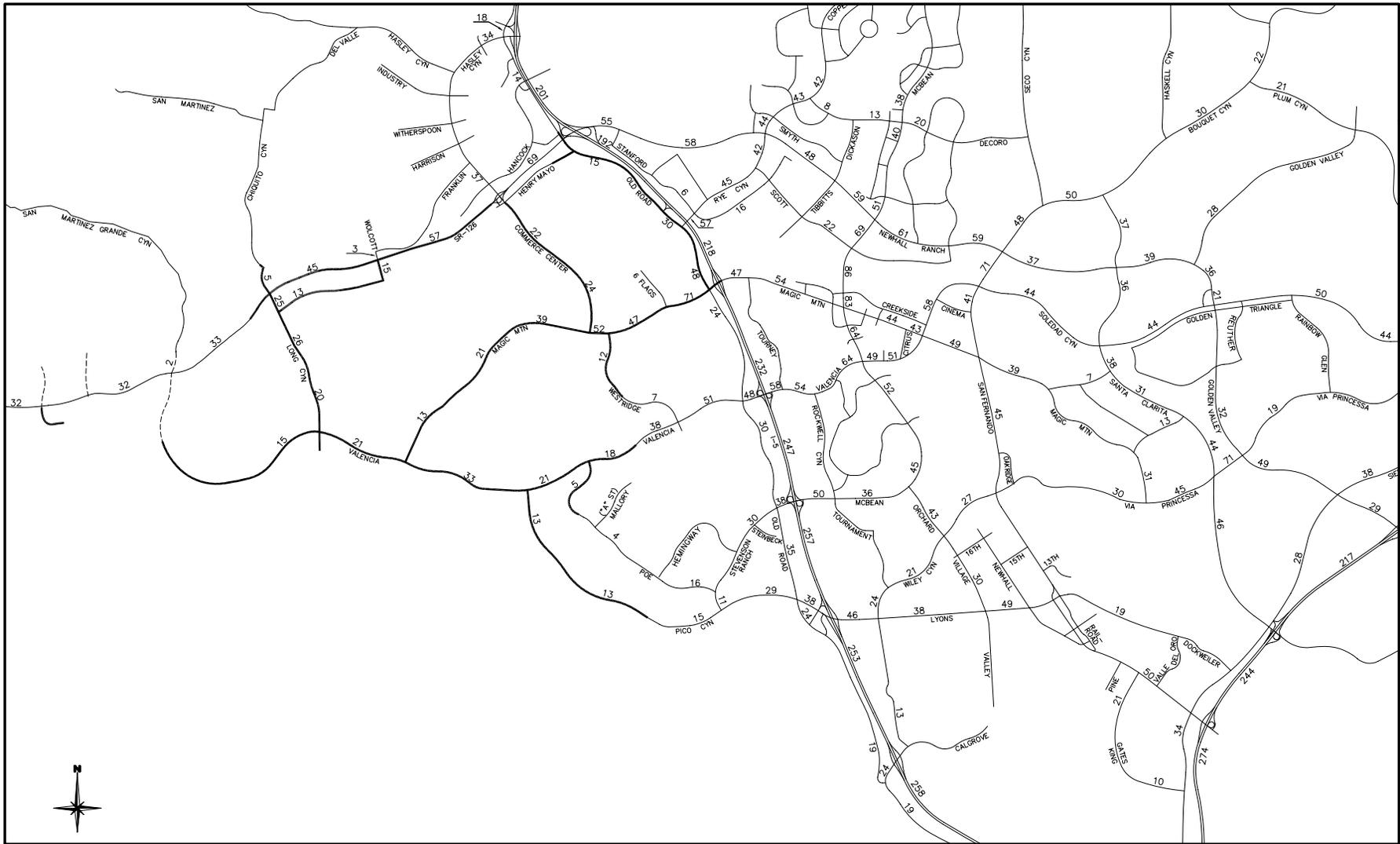
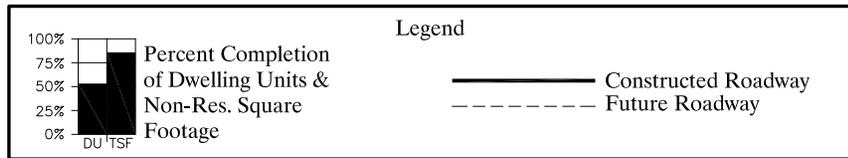
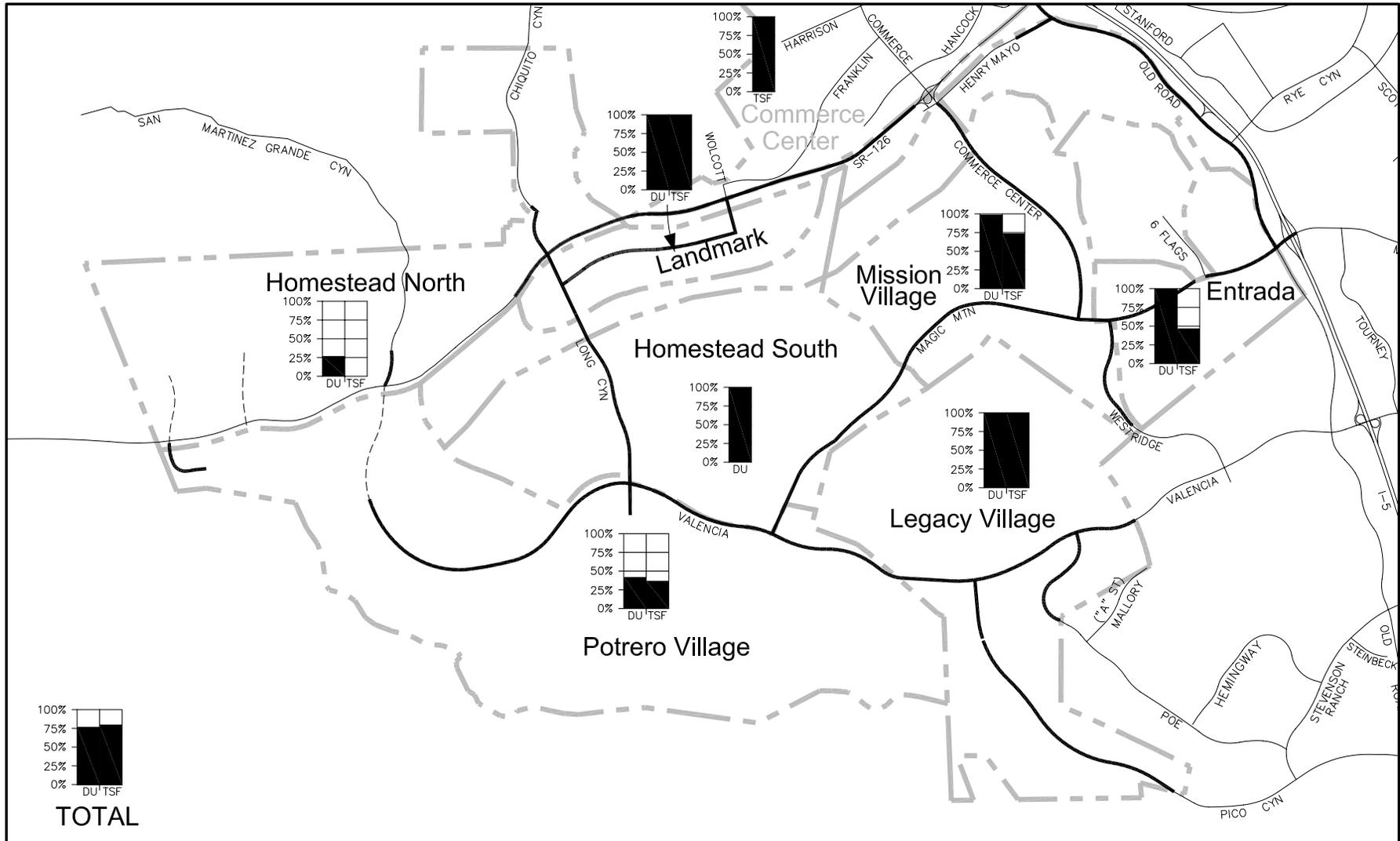
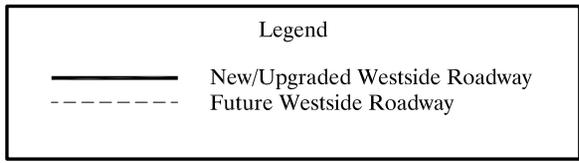
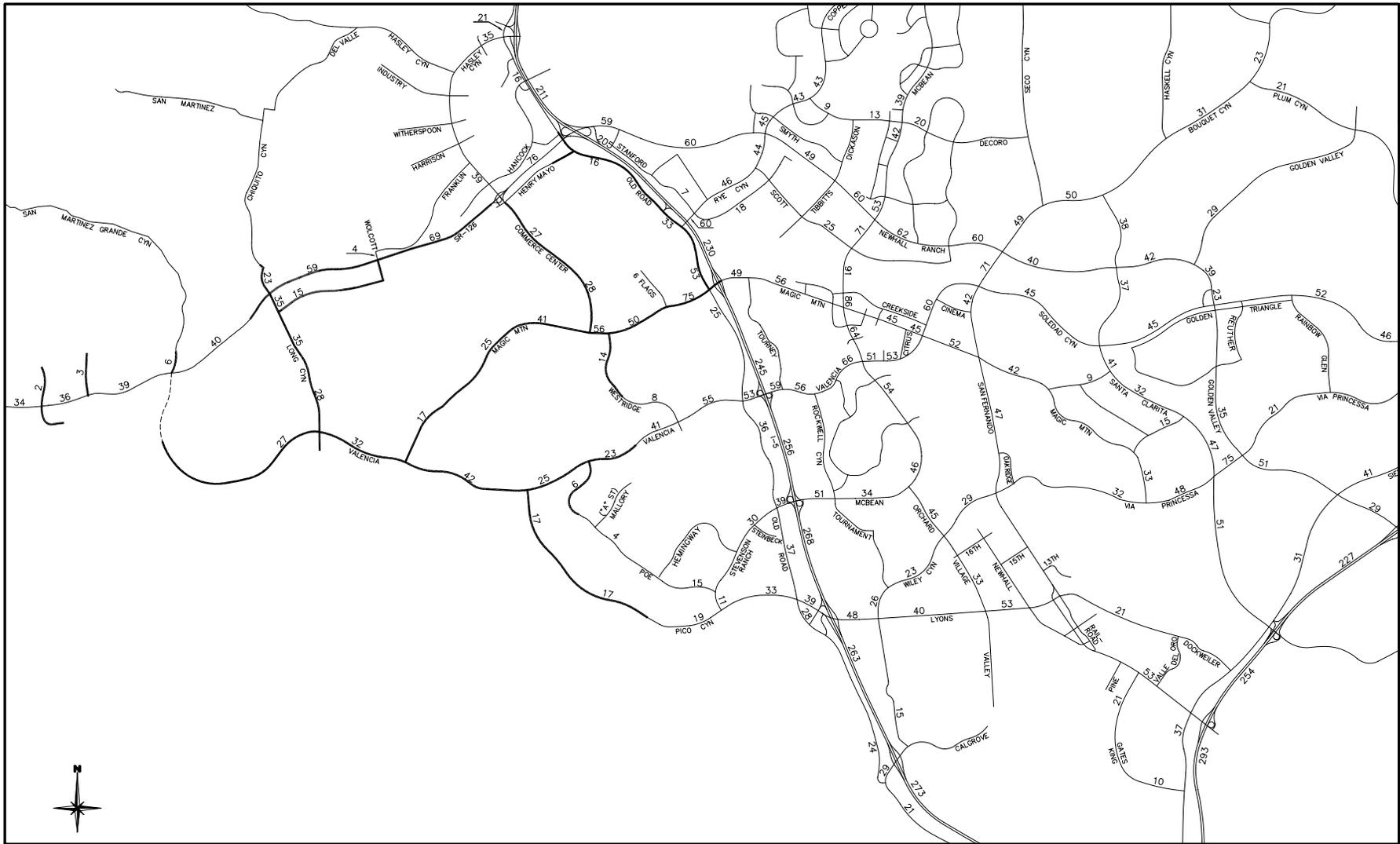


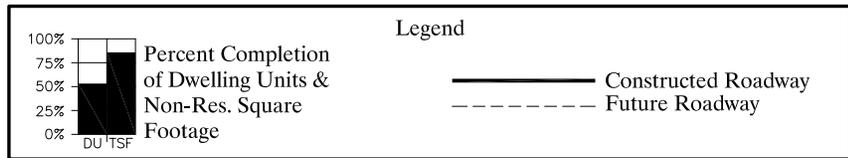
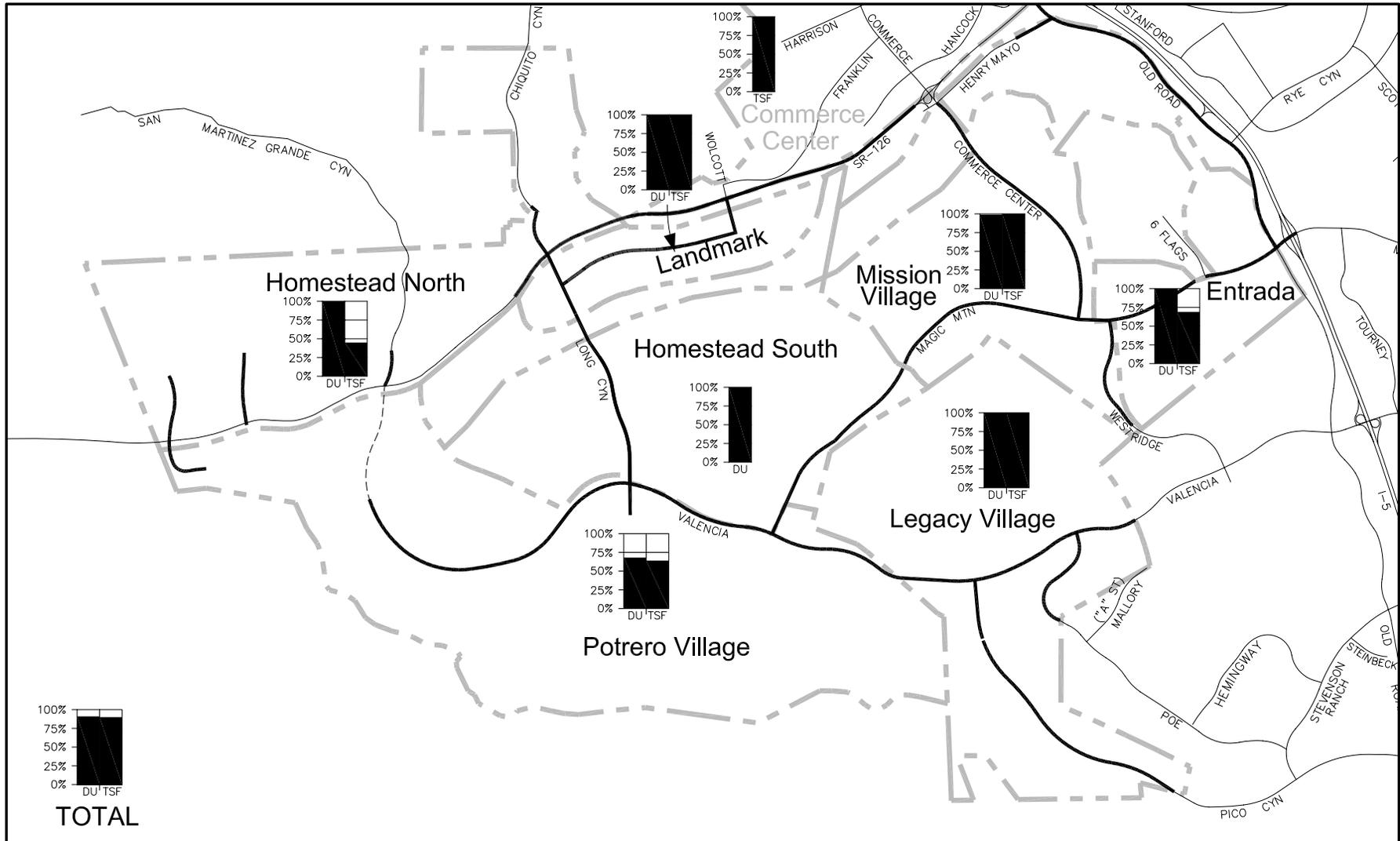
Figure 19  
 AVERAGE DAILY TRAFFIC VOLUMES (000s)  
 -2022



**Figure 20**  
PROJECT DEVELOPMENT BY PLANNING AREA  
-2022



**Figure 21**  
 AVERAGE DAILY TRAFFIC VOLUMES (000s)  
 -2025



**Figure 22**  
**PROJECT DEVELOPMENT BY PLANNING AREA**  
**-2025**

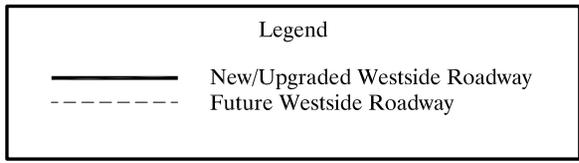
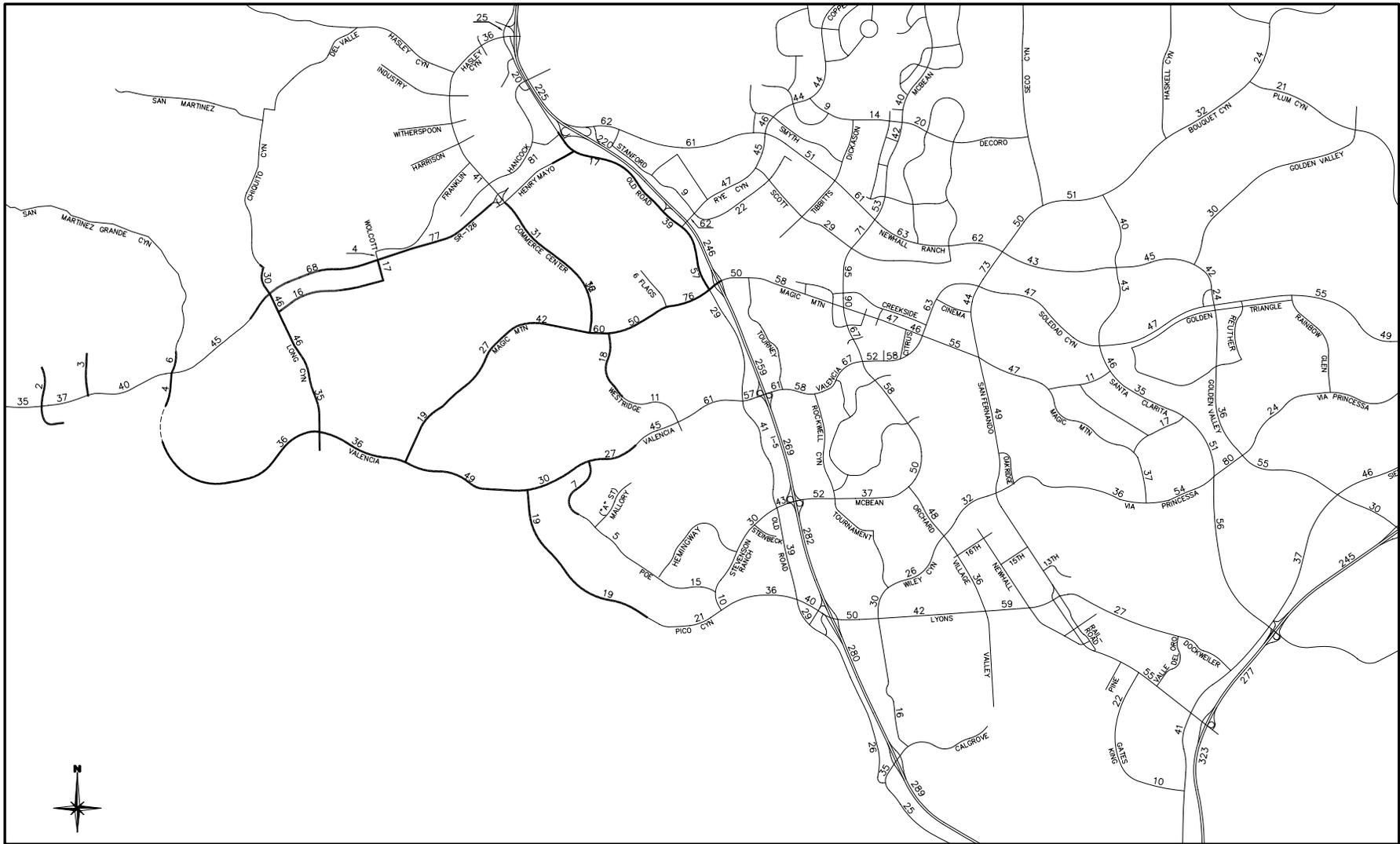
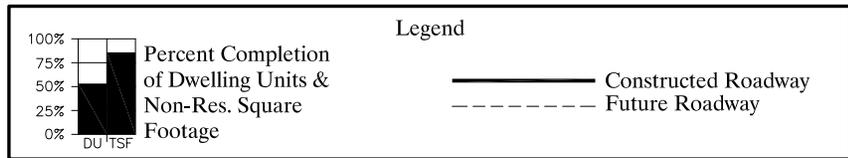
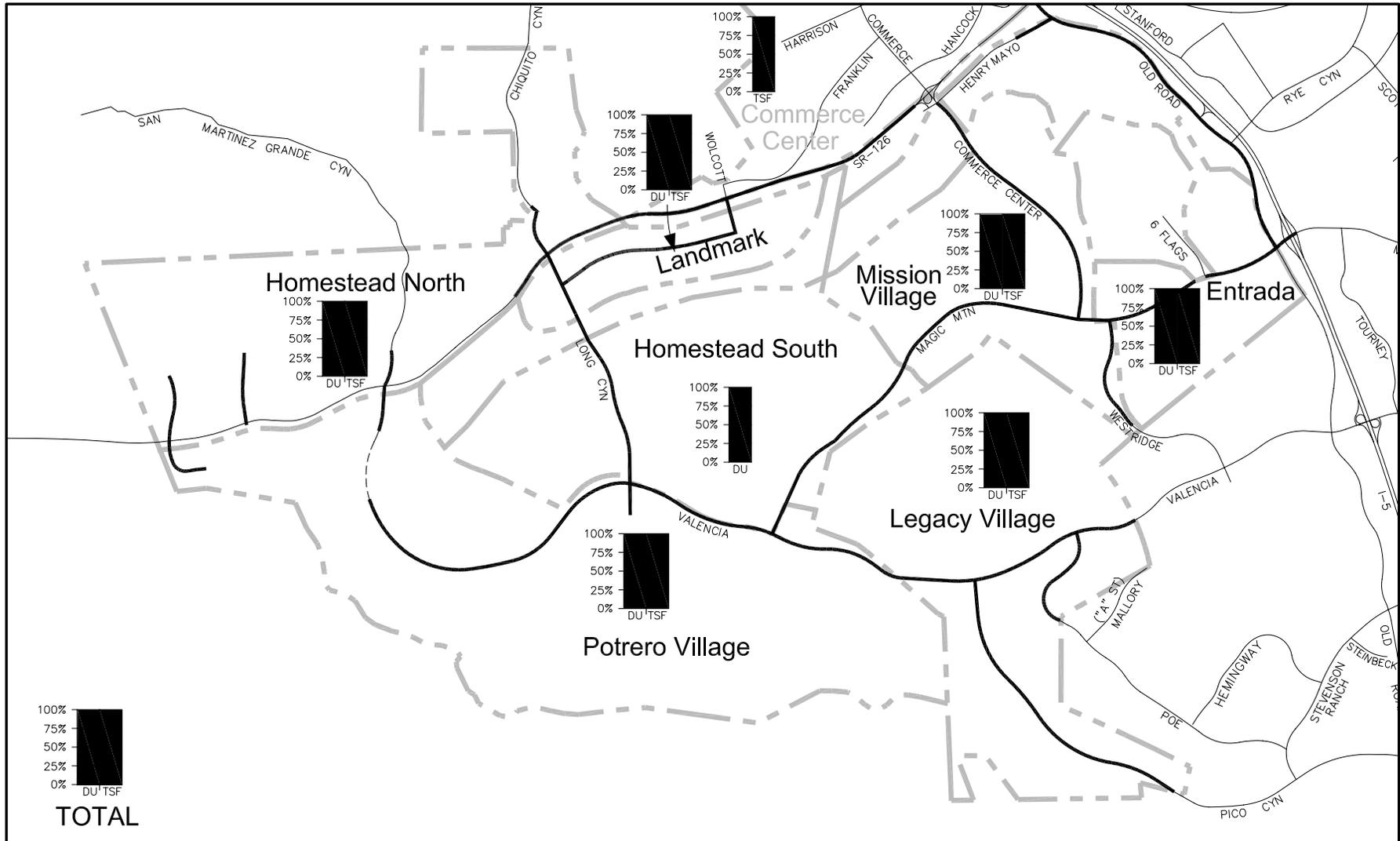


Figure 23  
 AVERAGE DAILY TRAFFIC VOLUMES (000s)  
 -2030



**Figure 24**  
PROJECT DEVELOPMENT BY PLANNING AREA  
-2030

**Table 4: Intersection Improvements by Stage**

Stage	Intersection	Improvements
1	7. I-5 SB Ramps & SR-126	Add 4 <sup>th</sup> WBT
	9. The Old Road & I-5 SB Ramps (at Rye Canyon Road)	Relocate intersection north of the existing location. Provide 1 NBL (U-Turns only), 2 NBT, 1 shared NBT/NBR, 1 NBR, 2 SBL, 3 SBT, 2 WBL, and 1 WBR
	10. I-5 SB Ramps & Magic Mountain Pkwy	Add 2 <sup>nd</sup> SBR, 3 <sup>rd</sup> EBT, 2 <sup>nd</sup> EBR, 2 <sup>nd</sup> WBL, and 4 <sup>th</sup> WBT (part of the Magic Mountain Interchange Phase 2 project)
	11. I-5 NB Ramps & Magic Mountain Pkwy	Add shared NBL/NBR, 2 <sup>nd</sup> EBL, 3 <sup>rd</sup> EBT and convert 4 <sup>th</sup> WBT to shared WBT/WBR (part of the Magic Mountain Interchange Phase 2 project)
	25. The Old Road & Rye Canyon Road	Add 2 <sup>nd</sup> & 3 <sup>rd</sup> NBT, 2 <sup>nd</sup> SBL, and 3 <sup>rd</sup> SBT. Restripe 1 <sup>st</sup> WBR to a shared WBL/WBR.
	26. The Old Road & Magic Mountain Pkwy	Add 2 <sup>nd</sup> NBL, 3 <sup>rd</sup> NBT, 1 <sup>st</sup> NBR, 2 <sup>nd</sup> SBL, shared SBT/SBR, 1 <sup>st</sup> SBR, 2 <sup>nd</sup> EBL, 3 <sup>rd</sup> & 4 <sup>th</sup> EBT, 2 <sup>nd</sup> WBL, and 4 <sup>th</sup> WBT
	28. The Old Road & McBean Pkwy	Signal modification to add a northbound right-turn overlap phase.
	80. Wolcott Way & SR-126	Add 1 <sup>st</sup> NBL, 1 <sup>st</sup> & 2 <sup>nd</sup> NBR, 2 <sup>nd</sup> SBL, 3 <sup>rd</sup> EBT, 1 <sup>st</sup> EBR, 2 <sup>nd</sup> WBL, and 3 <sup>rd</sup> WBT
	81. Commerce Center Drive & Henry Mayo Drive	Add 1 <sup>st</sup> EBL, 1 <sup>st</sup> & 2 <sup>nd</sup> EBT, and 1 <sup>st</sup> WBT (part of SR-126 grade separation project)
	82/83. Commerce Center Drive & SR-126	Construct grade separation for Commerce Center Drive at SR-126 to include direct on- and off-ramps for WB SR-126, a loop on-ramp for SB Commerce Center Drive to EB SR-126, a direct on-ramp for NB Commerce Center Drive to EB SR-126, and a direct off-ramp for EB SR-126 to Commerce Center Drive
	106. Commerce Center Drive & Magic Mountain Pkwy	Construct new intersection. Provide 2 SBL, 1 SBR, 2 EBL, 3 EBT, 3 WBT, and 1 WBR with right-of-way reserved for future conversion to a free-flow right-turn lane (part of the project to extend Magic Mountain Parkway to west of Commerce Center Drive)
	107. Westridge Pkwy & Magic Mountain Pkwy	Construct new intersection. Provide 1 NBL, 1 shared NBL/NBR, 1 NBR, 3 EBT, 1 EBR, 2 WBL, and 3 WBT (part of the project to extend Westridge Parkway to Magic Mountain Parkway)
	110. Chiquito Canyon Road/Long Canyon Road & SR-126	Add 1 <sup>st</sup> NBL, 1 <sup>st</sup> & 2 <sup>nd</sup> NBT, 1 <sup>st</sup> & 2 <sup>nd</sup> NBR, 2 <sup>nd</sup> SBL, convert SBR to 1 <sup>st</sup> SBT, add 2 <sup>nd</sup> SBT, 1 <sup>st</sup> EBR, and 1 <sup>st</sup> & 2 <sup>nd</sup> WBL (part of the project to construct Long Canyon Road south of SR-126)
118. Six Flags Entrance & Magic Mountain Pkwy	Add 1 <sup>st</sup> SBR, 1 <sup>st</sup> & 2 <sup>nd</sup> EBL, 2 <sup>nd</sup> , 3 <sup>rd</sup> & 4 <sup>th</sup> EBT, and 2 <sup>nd</sup> , 3 <sup>rd</sup> & 4 <sup>th</sup> WBT (part of the project to extend Magic Mountain Parkway to west of Commerce Center Drive)	

(Continued)

**Table 4: Intersection Improvements by Stage (Continued)**

Stage	Intersection	Improvements
2	28. The Old Road & McBean Pkwy	Restripe southbound approach to add a 2 <sup>nd</sup> SBL, signal modification to provide right-turn overlap phasing for NBR
	81. Commerce Center Drive & Henry Mayo Drive	Add 1 <sup>st</sup> NBL, 1 <sup>st</sup> , 2 <sup>nd</sup> & 3 <sup>rd</sup> NBT, 2 <sup>nd</sup> SBL, 1 <sup>st</sup> , 2 <sup>nd</sup> & 3 <sup>rd</sup> SBT, 1 <sup>st</sup> EBR, 1 <sup>st</sup> WBL, (part of the project to extend Commerce Center Drive south over the Santa Clara River)
	104. Poe Pkwy & Valencia Blvd	Construct new intersection. Provide 1 NBL, 1 NBR, 2 EBT, 1 EBR, 1 WBL, and 2 WBT (part of the project to extend Poe Parkway to Valencia Boulevard)
3	101. Long Canyon Road & Valencia Blvd	Construct new intersection. Provide 2 SBL and 1 free-flow WBR (part of the project to construct Valencia Boulevard between Long Canyon Road & Magic Mountain Parkway)
	102. Magic Mountain Pkwy & Valencia Blvd (Newhall Ranch)	Construct new intersection. Provide 1 free-flow SBR, and 2 EBL (part of the project to construct Valencia Boulevard between Long Canyon Road & Magic Mountain Parkway)
4	25. The Old Road & Rye Canyon Road	Add 2 <sup>nd</sup> & 3 <sup>rd</sup> WBL
	101. Long Canyon Road & Valencia Blvd	Add 1 <sup>st</sup> NBT, 1 <sup>st</sup> NBR, 1 <sup>st</sup> SBT, and 1 <sup>st</sup> WBL
	102. Magic Mountain Pkwy & Valencia Blvd (Newhall Ranch)	Add 1 <sup>st</sup> & 2 <sup>nd</sup> NBL, 1 <sup>st</sup> & 2 <sup>nd</sup> NBT, 1 <sup>st</sup> NBR, 1 <sup>st</sup> & 2 <sup>nd</sup> SBL, 1 <sup>st</sup> & 2 <sup>nd</sup> SBT, 1 <sup>st</sup> & 2 <sup>nd</sup> EBT, 1 <sup>st</sup> EBR, 1 <sup>st</sup> WBL, 1 <sup>st</sup> & 2 <sup>nd</sup> WBT, 1 <sup>st</sup> WBR (part of the project to extend Valencia Boulevard west to Magic Mountain Parkway)
5	12. I-5 SB Ramps & Valencia Blvd	Convert 2 <sup>nd</sup> WBR to a shared WBT/WBR
	28. The Old Road & McBean Pkwy	Add 1st WBR
	96. San Martinez Grande Canyon Road & SR-126	Add 1 <sup>st</sup> SBL, and 1 <sup>st</sup> WBR
	101. Long Canyon Road & Valencia Blvd	Add 1 <sup>st</sup> NBL, 1 <sup>st</sup> SBR, 1 <sup>st</sup> & 2 <sup>nd</sup> EBL, 1 <sup>st</sup> , 2 <sup>nd</sup> & 3 <sup>rd</sup> EBT, and 1 <sup>st</sup> & 2 <sup>nd</sup> WBT (part of the project to extend Valencia Boulevard west of Long Canyon Road)
	103. Pico Canyon Road & Valencia Blvd	Construct new intersection. Provide 2 NBL, 1 NBR, 2 EBT, 1 EBR, 1 WBL, and 2 WBT (part of the project to extend Pico Canyon Road to Valencia Boulevard)
	106. Commerce Center Drive & Magic Mountain Pkwy	Convert WBR to a free-flow right-turn lane
	110. Chiquito Canyon Road/Long Canyon Road & SR-126	Add 2 <sup>nd</sup> NBL, 3 <sup>rd</sup> SBT, 1 <sup>st</sup> SBR, 2 <sup>nd</sup> EBL, 3 <sup>rd</sup> & 4 <sup>th</sup> EBT, and 3 <sup>rd</sup> WBT

**(Continued)**

**Table 4: Intersection Improvements by Stage (Continued)**

Stage	Intersection	Improvements
6a	14. I-5 SB Ramps & McBean Pkwy	Add 2 <sup>nd</sup> SBL
	17. I-5 NB Ramps & Lyons Ave	Add 1 <sup>st</sup> free-flow WBR
6b	10. I-5 SB Ramps & Magic Mountain Pkwy	Convert 1 <sup>st</sup> SBR to a shared SBL/SBR
	16. I-5 SB Loop Ramp & Pico Canyon Road	Restripe eastbound approach to add a 3 <sup>rd</sup> EBT.
	18. I-5 SB Ramps & Calgrove Blvd	Add 2 <sup>nd</sup> EBT and 2 <sup>nd</sup> WBT
	19. I-5 NB Ramps & Calgrove Blvd	Add 2 <sup>nd</sup> EBT and 2 <sup>nd</sup> WBT
	26. The Old Road & Magic Mountain Pkwy	Add 5 <sup>th</sup> EBT
	29. The Old Road & Pico Canyon Road	Convert SBR to 2 <sup>nd</sup> SBT
	80. Wolcott & SR-126	Add 4 <sup>th</sup> EBT, 4 <sup>th</sup> WBT, and right-turn overlap signal phasing for NBR
96. San Martinez Grande Canyon Road & SR-126	Add 1 <sup>st</sup> NBL, 1 <sup>st</sup> NBT, 2 <sup>nd</sup> SBL, 1 <sup>st</sup> SBR, 1 <sup>st</sup> EBR, and 1 <sup>st</sup> WBL	
<p>NB = Northbound      NBL = NB Left-turn Lane      NBT = NB Through Lane      NBR = NB Right-turn Lane            SB = Southbound      SBL = SB Left-turn Lane      SBT = SB Through Lane      SBR = SB Right-turn Lane            EB = Eastbound      EBL = EB Left-turn Lane      EBT = EB Through Lane      EBR = EB Right-turn Lane            WB = Westbound      WBL = WB Left-turn Lane      WBT = WB Through Lane      WBR = WB Right-turn Lane</p> <p>See Figure B-1 for intersection locations.</p>		

**Table 5: Intersection Capacity Utilization Summary**

Intersection	Exist.		2011		2012		2014		2018		2022		2025		2030	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
7. I-5 SB Ramps & SR-126	.42	.31	.79	.59	.77	.65	.77	.67	.75	.64	.73	.66	.74	.70	.77	.75
8. I-5 NB Ramps & SR-126	.37	.29	.64	.60	.61	.62	.62	.64	.60	.61	.58	.64	.63	.69	.69	.77
9. Old Road & I-5 SB Ramps (at Rye Canyon)	.73	.92	.52	.62	.43	.53	.43	.54	.47	.65	.49	.68	.54	.74	.60	.82
10. I-5 SB Ramps & Magic Mountain	.58	.59	.55	.68	.58	.66	.59	.68	.60	.81	.63	.84	.68	.86	.64	.77
11. I-5 NB Ramps & Magic Mountain	.63	.70	.51	.66	.53	.66	.56	.69	.65	.79	.69	.82	.72	.84	.75	.87
12. I-5 SB Ramps & Valencia	.47	.42	.56	.66	.54	.65	.54	.72	.64	.86	.58	.78	.59	.83	.60	.86
13. I-5 NB Ramps & Valencia	.53	.51	.57	.65	.56	.64	.58	.66	.64	.67	.69	.69	.70	.71	.73	.73
14. I-5 SB Ramps & McBean	.56	.66	.55	.71	.52	.70	.53	.71	.57	.80	.60	.85	.52	.80	.52	.81
15. I-5 NB Ramps & McBean	.41	.66	.53	.71	.54	.69	.54	.70	.56	.72	.58	.76	.61	.81	.63	.85
16. I-5 SB On-Loop & Lyons	.55	.60	.56	.76	.57	.72	.57	.71	.57	.76	.58	.81	.60	.87	.58	.85
17. I-5 NB Ramps & Lyons	.53	.68	.50	.75	.45	.76	.44	.77	.48	.87	.49	.89	.51	.86	.53	.89
18. I-5 SB Ramps & Calgrove	.49	.64	.68	.66	.66	.70	.66	.70	.70	.74	.74	.82	.77	.89	.60	.68
19. I-5 NB Ramps & Calgrove	.64	.52	.79	.51	.78	.51	.78	.52	.82	.56	.85	.64	.88	.71	.67	.67
20. I-5 SB Ramp & Lyons	.44	.46	.41	.59	.40	.57	.40	.57	.46	.60	.50	.62	.51	.66	.53	.70
25. Old Road & Rye Canyon	.87	.84	.70	.80	.71	.72	.75	.74	.85	.66	.83	.73	.85	.78	.94	.85
26. Old Road & Magic Mountain	.49	.63	.55	.61	.51	.59	.58	.67	.68	.71	.73	.80	.78	.85	.85	.85
27. Old Road & Valencia	.54	.61	.52	.59	.58	.60	.60	.66	.66	.71	.75	.85	.76	.87	.79	.90
28. Old Road & McBean	.48	.72	.59	.89	.56	.84	.55	.86	.57	.77	.58	.77	.57	.77	.55	.82
29. Old Road & Pico	.55	.62	.83	.74	.84	.74	.87	.75	.79	.73	.80	.81	.82	.88	.84	.89
80. Wolcott & SR-126	.34	.46	.54	.77	.54	.80	.55	.79	.56	.74	.66	.77	.77	.86	.76	.79
81. Commerce Center & Henry Mayo	--	--	.22	.37	.37	.36	.44	.42	.50	.47	.65	.54	.75	.61	.78	.72
82. Commerce Center & SR-126 EB Ramps	--	--	.13	.18	.32	.26	.38	.34	.37	.39	.42	.41	.45	.43	.47	.46
83. Commerce Center & SR-126 WB Ramps	--	--	.54	.41	.67	.55	.74	.62	.78	.69	.80	.72	.81	.78	.80	.87
96. Martinez/Potrero & SR-126	.33	.46	.37	.45	.38	.46	.38	.46	.41	.50	.44	.52	.56	.64	.70	.72
101. Long Canyon & Valencia	--	--	--	--	--	--	.10	.10	.12	.20	.31	.41	.47	.65	.50	.81
102. Newhall Ranch & Valencia	--	--	--	--	--	--	.10	.10	.24	.21	.36	.40	.43	.51	.68	.71
103. Pico Canyon & Valencia	--	--	--	--	--	--	--	--	.26	.29	.53	.59	.63	.74	.66	.80
104. Poe & Valencia	--	--	--	--	.23	.19	.24	.19	.38	.33	.57	.52	.64	.59	.68	.63
105. Westridge & Valencia	.48	.20	.31	.17	.40	.22	.45	.31	.46	.40	.54	.54	.56	.58	.56	.64
106. Commerce Center & Magic Mountain	--	--	.19	.24	.69	.33	.84	.47	.78	.56	.59	.67	.67	.72	.74	.74
107. Westridge & Magic Mountain	--	--	.21	.26	.40	.32	.48	.44	.56	.53	.63	.63	.66	.67	.67	.67
110. Chiquito Canyon & SR-126	.38	.44	.56	.58	.58	.58	.58	.58	.59	.59	.69	.63	.87	.90	n/a <sup>1</sup>	n/a <sup>1</sup>
118. Six Flags Entrance & Magic Mountain	--	--	.25	.47	.29	.46	.32	.50	.39	.59	.44	.65	.44	.67	.45	.74

<sup>1</sup>not applicable – This scenario has been evaluated using the Highway Capacity Manual Signalized Intersection methodology (see worksheets in Appx. B) See Figure B-1 for intersection locations.

**Table 6: AM Peak Hour Level of Service Summary**

Intersection	Exist.	2011	2012	2014	2018	2022	2025	2030
7. I-5 SB Ramps & SR-126	A	C	C	C	C	C	C	C
8. I-5 NB Ramps & SR-126	A	B	B	B	A	A	B	B
9. Old Road & I-5 SB Ramps (at Rye Canyon)	C	A	A	A	A	A	A	A
10. I-5 SB Ramps & Magic Mountain	A	A	A	A	A	B	B	B
11. I-5 NB Ramps & Magic Mountain	B	A	A	A	B	B	C	C
12. I-5 SB Ramps & Valencia	A	A	A	A	B	A	A	A
13. I-5 NB Ramps & Valencia	A	A	A	A	B	B	B	C
14. I-5 SB Ramps & McBean	A	A	A	A	A	A	A	A
15. I-5 NB Ramps & McBean	A	A	A	A	A	A	B	B
16. I-5 SB On-Loop & Lyons	A	A	A	A	A	A	A	A
17. I-5 NB Ramps & Lyons	A	A	A	A	A	A	A	A
18. I-5 SB Ramps & Calgrove	A	B	B	B	B	C	C	A
19. I-5 NB Ramps & Calgrove	B	C	C	C	D	D	D	B
20. I-5 SB Ramp & Lyons	A	A	A	A	A	A	A	A
25. Old Road & Rye Canyon	D	B	C	C	D	D	D	D
26. Old Road & Magic Mountain	A	A	A	A	B	C	C	D
27. Old Road & Valencia	A	A	A	A	B	C	C	C
28. Old Road & McBean	A	A	A	A	A	A	A	A
29. Old Road & Pico	A	D	D	D	C	C	D	D
80. Wolcott & SR-126	A	A	A	A	A	B	C	C
81. Commerce Center & Henry Mayo	--	A	A	A	A	B	C	C
82. Commerce Center & SR-126 EB Ramps	--	A	A	A	A	A	A	A
83. Commerce Center & SR-126 WB Ramps	--	A	B	C	C	C	D	C
96. Martinez/Potrero & SR-126	A	A	A	A	A	A	A	B
101. Long Canyon & Valencia	--	--	--	A	A	A	A	A
102. Newhall Ranch & Valencia	--	--	--	A	A	A	A	B
103. Pico Canyon & Valencia	--	--	--	--	A	A	B	B
104. Poe & Valencia	--	--	A	A	A	A	B	B
105. Westridge & Valencia	A	A	A	A	A	A	A	A
106. Commerce Center & Magic Mountain	--	A	B	D	C	A	B	C
107. Westridge & Magic Mountain	--	A	A	A	A	B	B	B
110. Chiquito Canyon & SR-126	A	A	A	A	A	B	D	D
118. Six Flags Entrance & Magic Mountain	--	A	A	A	A	A	A	A
See Figure B-1 for intersection locations.								

**Table 7: PM Peak Hour Level of Service Summary**

Intersection	Exist.	2011	2012	2014	2018	2022	2025	2030
7. I-5 SB Ramps & SR-126	A	A	B	B	B	B	B	C
8. I-5 NB Ramps & SR-126	A	A	B	B	B	B	B	C
9. Old Road & I-5 SB Ramps (at Rye Canyon)	E	B	A	A	B	B	C	D
10. I-5 SB Ramps & Magic Mountain	A	B	B	B	D	D	D	C
11. I-5 NB Ramps & Magic Mountain	B	B	B	B	C	D	D	D
12. I-5 SB Ramps & Valencia	A	B	B	C	D	C	D	D
13. I-5 NB Ramps & Valencia	A	B	B	B	B	B	C	C
14. I-5 SB Ramps & McBean	B	C	B	C	C	D	C	D
15. I-5 NB Ramps & McBean	B	C	B	B	C	C	D	D
16. I-5 SB On-Loop & Lyons	A	C	C	C	C	D	D	D
17. I-5 NB Ramps & Lyons	B	C	C	C	D	D	D	D
18. I-5 SB Ramps & Calgrove	B	B	B	B	C	D	D	B
19. I-5 NB Ramps & Calgrove	A	A	A	A	A	B	C	B
20. I-5 SB Ramp & Lyons	A	A	A	A	A	B	B	B
25. Old Road & Rye Canyon	D	C	C	C	B	C	C	D
26. Old Road & Magic Mountain	B	B	A	B	C	C	D	D
27. Old Road & Valencia	B	A	A	B	C	D	D	D
28. Old Road & McBean	C	D	D	D	C	C	C	D
29. Old Road & Pico	B	C	C	C	C	D	D	D
80. Wolcott & SR-126	A	C	C	C	C	C	D	C
81. Commerce Center & Henry Mayo	--	A	A	A	A	A	B	C
82. Commerce Center & SR-126 EB Ramps	--	A	A	A	A	A	A	A
83. Commerce Center & SR-126 WB Ramps	--	A	A	B	B	C	C	D
96. Martinez/Potrero & SR-126	A	A	A	A	A	A	B	C
101. Long Canyon & Valencia	--	--	--	A	A	A	B	D
102. Newhall Ranch & Valencia	--	--	--	A	A	A	A	C
103. Pico Canyon & Valencia	--	--	--	--	A	A	C	C
104. Poe & Valencia	--	--	A	A	A	A	A	B
105. Westridge & Valencia	A	A	A	A	A	A	A	B
106. Commerce Center & Magic Mountain	--	A	A	A	A	B	C	C
107. Westridge & Magic Mountain	--	A	A	A	A	B	B	B
110. Chiquito Canyon & SR-126	A	A	A	A	A	B	D	D
118. Six Flags Entrance & Magic Mountain	--	A	A	A	A	B	B	C
See Figure B-1 for intersection locations.								

## 6.0 NON-WESTSIDE AREAS

The original Newhall Ranch Specific Plan EIR addressed areas not covered in this analysis, such as the Ventura County communities of Fillmore and Piru, roadways within the City of Santa Clarita, and the State highway system (see Appendix D for the list of Newhall Ranch Specific Plan final mitigation measures).

Analysis for the Ventura County communities that satisfies the Specific Plan Conditions of Approval has been completed separate from this report, and an analysis of City of Santa Clarita roadways and intersections based on the traffic forecasts summarized in this report has been prepared as part of a separate document for City staff to review.

Caltrans is currently in the process of developing a comprehensive improvement program for the I-5 freeway through the Santa Clarita Valley. The project, which is in the Project Approval/Environmental Documentation (PA/ED) stage, will add a High Occupancy Vehicle (HOV) lane in each direction between SR-14 and the Parker Road interchange. The project will also add a truck lane in each direction between SR-14 and the Pico/Lyons Canyon Road interchange. It is also proposed that an early implementation project be constructed before construction begins for the full project. The early implementation project consists of the northbound HOV lane from SR-14 to the crest of the segment between SR-14 and the Calgrove interchange, as well as the southbound truck lane from the Pico/Lyons Canyon Road interchange to SR-14.

South of the SR-14 interchange, a single HOV lane in each direction is currently under construction. Direct HOV to HOV connectors between the existing SR-14 HOV lanes and the I-5 HOV lanes under construction are currently in the design stage. Ultimately, the MTA has identified the need to construct additional lanes south of the SR-14 interchange to accommodate the projected future traffic volumes. In the *North County Combined Highway Corridors Study – Final Report* (MTA, June 2004), multiple concepts to add additional capacity between SR-14 and I-210 are identified, with a recommended configuration pending the completion of subsequent design phases.

Following is the timing of the planned I-5 freeway improvements based on the anticipated construction schedule for the project currently in the PA/ED stage. As the project to add additional

capacity south of SR-14 does not have an identified time frame for construction, for the purpose of this analysis it is not presumed to be constructed until the year 2030.

- Northbound HOV Lane: SR-14 to crest of grade (south of Calgrove interchange) – 2010
- Southbound Truck Lane: Pico/Lyons Canyon interchange to SR-14 – 2010
- Complete HOV/Truck Lane project: SR-14 to Parker interchange – between 2015 & 2018
- Additional Lane(s) project: South of SR-14 – 2030

Table 8 summarizes the I-5 peak hour mainline freeway LOS values for each of the Westside phasing scenarios identified in the previous section. As with the arterial roadway forecasts presented in the previous sections, each of these scenarios includes cumulative development projections for outside the Westside area. Traffic volume forecasts for each of the scenarios, together with the I-5 improvements listed above, result in the indicated LOS values. Detailed V/C calculations are provided in Appendix C.

## **7.0 CONCLUSIONS**

The construction stages outlined in this report will provide for the access needs of the Westside area by ensuring that the necessary roadway infrastructure is developed together with the phased land use development. Furthermore, the freeway improvements planned for I-5 through the Santa Clarita Valley will accommodate the projected traffic demands as the Valley builds out over the next 25 years.

A comprehensive plan such as this provides for some flexibility in regards to individual planning areas that proceed faster or slower than anticipated here. The roadway phasing plan will remain valid if the total number of units remains in line with the overall pattern assumed in this analysis, and if the placement of the development is relatively consistent with the projected plan. An update to this phasing study, such as every five years or given a substantial change to anticipated development, would provide a means to adjust the overall phasing plan as actual travel patterns evolve over time.

**Table 8: I-5 Level of Service Summary**

<b>AM SOUTHBOUND</b>	2006	2011	2012	2014	2018	2022	2025	2030
403. I-5 s/o Parker	A	C	C	C	C	C	C	C
404. I-5 s/o Hasley	B	C	C	C	C	C	C	C
405. I-5 s/o SR-126	B	C	C	C	C	C	C	C
406. I-5 s/o Rye Cyn	B	C	C	C	C	C	C	D
407. I-5 s/o Magic Mtn	C	C	C	C	C	C	C	D
408. I-5 s/o Valencia	C	C	C	C	C	D	D	D
409. I-5 s/o McBean	C	C	C	C	C	D	D	D
410. I-5 s/o Lyons	D	C	C	C	C	C	C	C
411. I-5 s/o Calgrove	D	C	C	C	C	C	C	C
412. I-5 s/o SR-14	E	D	D	E	E	E	E	E

<b>AM NORTHBOUND</b>	2006	2011	2012	2014	2018	2022	2025	2030
403. I-5 s/o Parker	A	B	B	B	B	B	B	B
404. I-5 s/o Hasley	A	C	C	C	C	C	C	C
405. I-5 s/o SR-126	B	C	C	C	C	C	C	C
406. I-5 s/o Rye Cyn	B	C	C	C	C	C	C	C
407. I-5 s/o Magic Mtn	C	D	D	D	C	C	D	D
408. I-5 s/o Valencia	C	D	D	D	D	D	D	D
409. I-5 s/o McBean	C	D	D	D	D	D	D	D
410. I-5 s/o Lyons	C	D	D	D	C	C	D	D
411. I-5 s/o Calgrove	C	C	C	C	C	C	C	C
412. I-5 s/o SR-14	B	B	B	B	B	C	C	C

<b>PM SOUTHBOUND</b>	2006	2011	2012	2014	2018	2022	2025	2030
403. I-5 s/o Parker	A	C	C	C	C	C	C	D
404. I-5 s/o Hasley	B	D	D	D	C	D	D	D
405. I-5 s/o SR-126	B	D	D	D	D	D	D	D
406. I-5 s/o Rye Cyn	C	E	E	E	E	E	E	E
407. I-5 s/o Magic Mtn	C	E	E	E	E	E	E	E
408. I-5 s/o Valencia	D	E	E	E	E	E	E	E
409. I-5 s/o McBean	D	E	E	E	E	E	E	E
410. I-5 s/o Lyons	D	D	D	D	C	C	C	C
411. I-5 s/o Calgrove	D	D	D	D	C	C	C	C
412. I-5 s/o SR-14	C	C	C	C	C	C	C	C

<b>PM NORTHBOUND</b>	2006	2011	2012	2014	2018	2022	2025	2030
403. I-5 s/o Parker	B	D	D	D	D	D	D	D
404. I-5 s/o Hasley	B	D	D	D	D	D	D	D
405. I-5 s/o SR-126	B	C	C	C	C	C	D	D
406. I-5 s/o Rye Cyn	B	C	C	C	C	C	D	D
407. I-5 s/o Magic Mtn	C	D	D	D	C	D	D	D
408. I-5 s/o Valencia	D	D	D	D	D	D	D	D
409. I-5 s/o McBean	D	D	D	D	D	D	D	D
410. I-5 s/o Lyons	D	E	E	E	D	D	D	D
411. I-5 s/o Calgrove	E	D	D	D	D	D	D	D
412. I-5 s/o SR-14	E	E	E	E	E	E	E	E

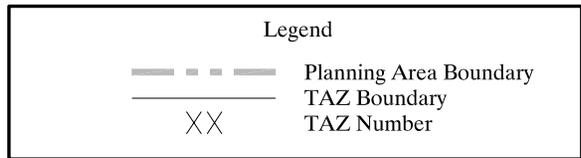
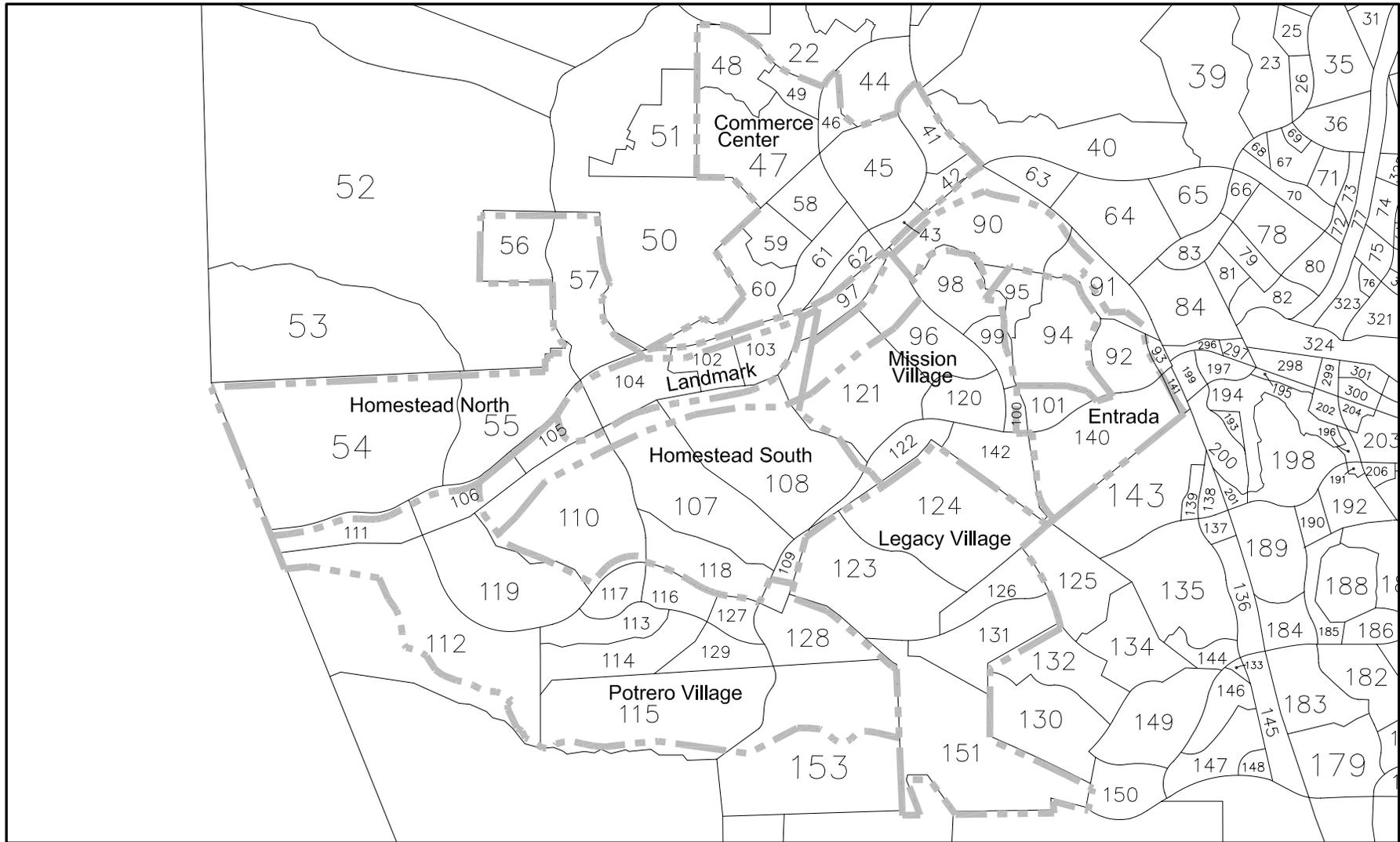
Level of Service (LOS) estimated based on the following range of V/C ratios (source: Highway Capacity Manual 2000):

	V/C
LOS A	0.00 – 0.34
B	0.35 – 0.56
C	0.57 – 0.76
D	0.77 - 0.90
E	0.91 – 1.00
	above 1.00

See Appendix C for V/C calculations.

**APPENDIX A**  
**LAND USE AND TRIP GENERATION BY PLANNING AREA**

**a. Traffic Analysis Zone (TAZ) Map**



**Figure A-1**  
**SCVCTM TAZ MAP**  
**- WESTSIDE PROJECT AREA**

**APPENDIX A (Cont.)**  
**LAND USE AND TRIP GENERATION BY PLANNING AREA**

**b. Year 2011**

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
3. Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
Condominium/Townhouse	305.00 DU	31	146	177	143	79	222	2440
Apartment	155.00 DU	12	67	79	64	33	97	1070
Commercial Center (<10ac)	10.50 TSF	11	7	18	35	38	73	893
Commercial Office	9.50 TSF	15	2	17	2	12	14	110
<b>Zone</b>		<b>76</b>	<b>243</b>	<b>319</b>	<b>268</b>	<b>176</b>	<b>444</b>	<b>4889</b>
102								
3. Single Family (6-10du/ac)	95.00 DU	18	53	71	61	35	96	940
Condominium/Townhouse	169.00 DU	17	81	98	79	44	123	1352
Commercial Center (<10ac)	38.50 TSF	42	27	69	128	139	267	3275
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
Developed Park	16.10 AC	0	0	0	0	1	1	42
4.		279	316	595	345	304	649	7049
5.								
103								
40								
LANDMARK VILLAGE (2011) ZONAL LAND USE AND TRIP GENERATION								
3. Single Family (6-10du/ac)	175.00 DU	33	98	131	112	65	177	1732
Condominium/Townhouse	211.00 DU	21	101	122	99	55	154	1688
Apartment	152.00 DU	12	65	77	62	32	94	1049
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Office	370.00 TSF	574	70	644	78	477	555	4277
		824	452	1276	951	1279	2230	22369
13.								
204								
51.								
5. Apartment	144.00 DU	12	62	74	59	30	89	994
Commercial Center (<10ac)	27.10 TSF	30	19	49	90	98	188	2305
Commercial Office	315.90 TSF	490	60	550	66	408	474	3652
<b>SUB-TOTAL</b>		<b>532</b>	<b>141</b>	<b>673</b>	<b>215</b>	<b>536</b>	<b>751</b>	<b>6951</b>
4.								
5.								
105								
40.								

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
12.AM Peak Hour -Single Family (6-10du/ac)	308.00 DU	58	172	230	197	114	311	3048
40. Condominium/Townhouse	685.00 DU	69	328	397	321	178	499	5480
Apartment	451.00 DU	36	194	230	185	95	280	3113
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Center (<10ac)	76.10 TSF	83	53	136	253	275	528	6473
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
3. Commercial Office	695.40 TSF	1079	132	1211	146	897	1043	8039
4. Developed Park	16.10 AC	0	0	0	0	1	1	42
5.								
11.								
12.		1711	1152	2863	1779	2295	4074	41258

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
4. Condominium/Townhouse	531.00 DU	53	255	308	250	138	388	4248
Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10812
Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
Elementary/Middle School	400.00 STU	104	80	184	32	36	68	580
Commercial Office	75.00 TSF	116	14	130	16	27	113	867
Developed Park	8.40 AC	0	0	0	0	0	0	22
Zone		431	451	882	803	816	1619	17122

11.  
13.  
20.

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
MISSION VILLAGE (2011) ZONAL LAND USE AND TRIP GENERATION								
51. Condominium/Townhouse	531.00 DU	53	255	308	250	138	388	4248
Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10812
Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
Elementary/Middle School	400.00 STU	104	80	184	32	36	68	580
Commercial Office	75.00 TSF	116	14	130	16	27	113	867
Developed Park	8.40 AC	0	0	0	0	0	0	22

Land Use Type  
431 451 882 803 816 1619 17122

11.  
13.  
20.  
40.  
51.

MISSION VILLAGE (2011) LAND USE AND TRIP GENERATION SUMMARY

TOTAL

-- AM Peak Hour --

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
4. Condominium/Townhouse	112.00 DU	11	54	65	53	29	82	896
Developed Park	8.70 AC	0	0	0	0	0	0	23
		11	54	65	53	29	82	919

Zone-----

108

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
51. Condominium/Townhouse	112.00 DU	11	54	65	53	29	82	896
Developed Park	8.70 AC	0	0	0	0	0	0	23
HOMESTEAD S/O RIVER (2011) ZONAL LAND USE AND TRIP GENERATION SUB-TOTAL		11	54	65	53	29	82	919

Land Use Type  
51.

HOMESTEAD S/O RIVER (2011) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

Zone	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
30.	Industrial Park	63.88 TSF	35	6	41	8	33	41	383
	Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7298
			134	69	203	329	381	710	7681
40.	Commercial Office	200.00 TSF	310	38	348	42	258	300	2312
			310	38	348	42	258	300	2312
90	3. Single Family (6-10du/ac)	150.00 DU	29	84	113	96	56	152	1485
	Commercial Center (<10ac)	28.48 TSF	31	20	51	95	103	198	2422
			60	104	164	191	159	350	3907

92.

140  
SUB-TOTAL

ENTRADA (2011) ZONAL LAND USE AND TRIP GENERATION			Units	In	Out	Total	-- PM Peak Hour --			ADT
SUB-TOTAL							In	Out	Total	
12.	Single Family (6-10du/ac)		150.00 DU	29	84	113	96	56	152	1485
	Commercial Center(10-30a)		135.00 TSF	99	63	162	321	348	669	7298
	Commercial Center (<10ac)		28.48 TSF	31	20	51	95	103	198	2422
SUB-TOTAL	Industrial Park		63.88 TSF	35	6	41	8	33	41	383
	Commercial Office		200.00 TSF	310	38	348	42	258	300	2312

Land Use Type				504	211	715	562	798	1360	13900
11.										
12.										
30.										
40.										

ENTRADA (2011) LAND USE AND TRIP GENERATION SUMMARY

ENTRADA (2011) LAND USE AND TRIP GENERATION SUMMARY

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	30. Industrial Park	730.00 TSF	402	73	475	95	380	475	4380
			402	73	475	95	380	475	4380
	30. Industrial Park	275.00 TSF	151	28	179	36	143	179	1650
Zone			151	28	179	36	143	179	1650
41	30. Industrial Park	273.90 TSF	151	27	178	36	142	178	1643
			151	27	178	36	142	178	1643
42	30. Industrial Park	660.20 TSF	363	66	429	86	343	429	3961
			363	66	429	86	343	429	3961
43	13. Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854
43	Industrial Park	445.80 TSF	245	45	290	58	232	290	2675
SUB-TOTAL			300	82	382	197	371	568	5529
COMMERCE CENTER (2011) ZONAL LAND USE AND TRIP GENERATION									
45	30. Industrial Park	3254.10 TSF	1790	325	2115	423	1692	2115	19525
SUB-TOTAL			1790	325	2115	423	1692	2115	19525
46	30. Industrial Park	720.00 TSF	396	72	468	94	374	468	4320
SUB-TOTAL			396	72	468	94	374	468	4320
47	30. Industrial Park	764.30 TSF	420	76	496	99	397	496	4586
SUB-TOTAL			420	76	496	99	397	496	4586
48	30. Industrial Park	1051.50 TSF	578	105	683	137	547	684	6309
SUB-TOTAL			578	105	683	137	547	684	6309
49	35. Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
SUB-TOTAL			153	115	268	115	115	230	3820
50	30. Industrial Park	411.60 TSF	226	41	267	54	214	268	2470
SUB-TOTAL			226	41	267	54	214	268	2470
-- AM Peak Hour --									
51	30. Industrial Park	744.90 TSF	410	74	484	97	387	484	4469
SUB-TOTAL			410	74	484	97	387	484	4469
52	30. Industrial Park	287.30 TSF	158	29	187	37	149	186	1724
SUB-TOTAL			158	29	187	37	149	186	1724
53									
SUB-TOTAL									

	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854
Industrial Park	9618.60 TSF	5290	961	6251	1252	5000	6252	57712
Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
-----					1506	5254	6760	64386

Land Use Type  
30.  
35.

COMMERCIAL CENTER (2011) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Single Family (6-10du/ac)	458.00 DU	87	256	343	293	170	463	4533
Condominium/Townhouse	1328.00 DU	133	637	770	624	345	969	10624
Apartment	451.00 DU	36	194	230	185	95	280	3113
Commercial Center(10-30a)	587.00 TSF	429	275	704	1397	1514	2911	31733
----- Commercial Center (<10ac) -----	104.57 TSF	114	73	187	348	378	726	8895
Commercial Shops	102.50 TSF	74	50	124	185	185	370	3799
Elementary/Middle School	1150.00 STU	299	230	529	92	104	196	1668
3. Industrial Park	9682.48 TSF	5325	967	6292	1260	5033	6293	58095
4. Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
5. Commercial Office	970.40 TSF	1505	184	1689	204	1252	1456	11218
12. Developed Park	33.20 AC	0	0	0	0	1	1	87
30.		8155	2981	11136	4703	9192	13895	137585
35.								
40 TOTAL (2011) LAND USE AND TRIP GENERATION SUMMARY								

51.

TOTAL

-- AM Peak Hour --

**APPENDIX A (Cont.)**  
**LAND USE AND TRIP GENERATION BY PLANNING AREA**

**c. Year 2012**

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
3. Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
Condominium/Townhouse	305.00 DU	31	146	177	143	79	222	2440
Apartment	155.00 DU	12	67	79	64	33	97	1070
Commercial Center (<10ac)	10.50 TSF	11	7	18	35	38	73	893
Commercial Office	9.50 TSF	15	2	17	2	12	14	110
<b>Zone</b>		<b>76</b>	<b>243</b>	<b>319</b>	<b>268</b>	<b>176</b>	<b>444</b>	<b>4889</b>
102								
3. Single Family (6-10du/ac)	95.00 DU	18	53	71	61	35	96	940
Condominium/Townhouse	169.00 DU	17	81	98	79	44	123	1352
Commercial Center (<10ac)	38.50 TSF	42	27	69	128	139	267	3275
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
Developed Park	16.10 AC	0	0	0	0	1	1	42
<b>Zone</b>		<b>279</b>	<b>316</b>	<b>595</b>	<b>345</b>	<b>304</b>	<b>649</b>	<b>7049</b>
40.								
LANDMARK VILLAGE (2012) ZONE ANALYSIS AND TRIP GENERATION	16.10 AC	33	98	131	112	65	177	1732
Condominium/Townhouse	211.00 DU	21	101	122	99	55	154	1688
Apartment	152.00 DU	12	65	77	62	32	94	1049
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Office	370.00 TSF	574	70	644	78	477	555	4277
<b>Zone</b>		<b>824</b>	<b>452</b>	<b>1276</b>	<b>951</b>	<b>1279</b>	<b>2230</b>	<b>22369</b>
4.								
5.								
103								
40.								
51.								
5. Apartment	144.00 DU	12	62	74	59	30	89	994
Commercial Center (<10ac)	27.10 TSF	30	19	49	90	98	188	2305
Commercial Office	315.90 TSF	490	60	550	66	408	474	3652
<b>Zone</b>		<b>532</b>	<b>141</b>	<b>673</b>	<b>215</b>	<b>536</b>	<b>751</b>	<b>6951</b>
4.								
5.								
105								
40.								

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
12. AM Peak Hour - Single Family (6-10du/ac)	308.00 DU	58	172	230	197	114	311	3048
Condominium/Townhouse	685.00 DU	69	328	397	321	178	499	5480
Apartment	451.00 DU	36	194	230	185	95	280	3113
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Center (<10ac)	76.10 TSF	83	53	136	253	275	528	6473
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
Commercial Office	695.40 TSF	1079	132	1211	146	897	1043	8039
Developed Park	16.10 AC	0	0	0	0	1	1	42
<b>Zone</b>		<b>1711</b>	<b>1152</b>	<b>2863</b>	<b>1779</b>	<b>2295</b>	<b>4074</b>	<b>41258</b>

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
4. Condominium/Townhouse	932.00 DU	93	447	540	438	242	680	7456
Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10812
Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
Elementary/Middle School	600.00 STU	156	120	276	48	54	102	870
Commercial Office	75.00 TSF	116	14	130	16	97	113	867
Developed Park	8.40 AC	0	0	0	0	0	0	22
Zone		523	683	1206	1007	938	1945	20620

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
11.								
13.								
20.								
40.								
51.								
MISSION VILLAGE (2012) ZONAL LAND USE AND TRIP GENERATION								
Condominium/Townhouse	932.00 DU	93	447	540	438	242	680	7456
Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10812
Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
Elementary/Middle School	600.00 STU	156	120	276	48	54	102	870
Commercial Office	75.00 TSF	116	14	130	16	97	113	867
Developed Park	8.40 AC	0	0	0	0	0	0	22
SUB-TOTAL		523	683	1206	1007	938	1945	20620

MISSION VILLAGE (2012) LAND USE AND TRIP GENERATION SUMMARY

TOTAL

-- AM Peak Hour --

-- AM Peak Hour --

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
4. Condominium/Townhouse	312.00 DU	31	150	181	147	81	228	2496
Developed Park	8.70 AC	0	0	0	0	0	0	23
		31	150	181	147	81	228	2519

Zone-----

108

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
51. Condominium/Townhouse	312.00 DU	31	150	181	147	81	228	2496
Developed Park	8.70 AC	0	0	0	0	0	0	23
HOMESTEAD S/O RIVER (2012) ZONAL LAND USE AND TRIP GENERATION		31	150	181	147	81	228	2519
SUB-TOTAL								

Land Use Type  
51.

HOMESTEAD S/O RIVER (2012) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

Zone	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
30.	Industrial Park	63.88 TSF	35	6	41	8	33	41	383
	Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7298
			134	69	203	329	381	710	7681
40.	Commercial Office	200.00 TSF	310	38	348	42	258	300	2312
			310	38	348	42	258	300	2312
90	3. Single Family (6-10du/ac)	391.00 DU	74	219	293	250	145	395	3871
	Commercial Center (<10ac)	28.48 TSF	31	20	51	95	103	198	2422
			105	239	344	345	248	593	6293

140  
SUB-TOTAL

ENTRADA (2012) ZONAL LAND USE AND TRIP GENERATION			Units	In	Out	Total	-- PM Peak Hour --			ADT
SUB-TOTAL							In	Out	Total	
12.	Single Family (6-10du/ac)		391.00 DU	74	219	293	250	145	395	3871
	Commercial Center(10-30a)		135.00 TSF	99	63	162	321	348	669	7298
	Commercial Center (<10ac)		28.48 TSF	31	20	51	95	103	198	2422
SUB-TOTAL	Industrial Park		63.88 TSF	35	6	41	8	33	41	383
	Commercial Office		200.00 TSF	310	38	348	42	258	300	2312

Land Use Type			549	346	895	716	887	1603	16286
11.									
12.									
30.									
40.									

ENTRADA (2012) LAND USE AND TRIP GENERATION SUMMARY

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
4. Condominium/Townhouse	97.00 DU	10	47	57	46	25	71	776
		10	47	57	46	25	71	776

Zone-----

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
126 Condominium/Townhouse	97.00 DU	10	47	57	46	25	71	776
		10	47	57	46	25	71	776

SUB-TOTAL

-----  
LEGACY VILLAGE (2012) ZONAL LAND USE AND TRIP GENERATION

Land Use Type

TOTAL

LEGACY VILLAGE (2012) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	30. Industrial Park	730.00 TSF	402	73	475	95	380	475	4380
			402	73	475	95	380	475	4380
	30. Industrial Park	275.00 TSF	151	28	179	36	143	179	1650
Zone			151	28	179	36	143	179	1650
41	30. Industrial Park	273.90 TSF	151	27	178	36	142	178	1643
			151	27	178	36	142	178	1643
42	30. Industrial Park	980.20 TSF	539	98	637	127	510	637	5881
			539	98	637	127	510	637	5881
43	13. Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854
43	Industrial Park	445.80 TSF	245	45	290	58	232	290	2675
SUB-TOTAL			300	82	382	197	371	568	5529
COMMERCE CENTER (2012) ZONAL LAND USE AND TRIP GENERATION									
45	30. Industrial Park	3574.10 TSF	1966	357	2323	465	1859	2324	21445
SUB-TOTAL			1966	357	2323	465	1859	2324	21445
46	30. Industrial Park	720.00 TSF	396	72	468	94	374	468	4320
SUB-TOTAL			396	72	468	94	374	468	4320
47	30. Industrial Park	764.30 TSF	420	76	496	99	397	496	4586
SUB-TOTAL			420	76	496	99	397	496	4586
48	30. Industrial Park	1051.50 TSF	578	105	683	137	547	684	6309
SUB-TOTAL			578	105	683	137	547	684	6309
49	35. Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
SUB-TOTAL			153	115	268	115	115	230	3820
50	30. Industrial Park	411.60 TSF	226	41	267	54	214	268	2470
SUB-TOTAL			226	41	267	54	214	268	2470
-- AM Peak Hour --									
59	30. Industrial Park	744.90 TSF	410	74	484	97	387	484	4469
SUB-TOTAL			410	74	484	97	387	484	4469
60	30. Industrial Park	607.30 TSF	334	61	395	79	316	395	3644
SUB-TOTAL			334	61	395	79	316	395	3644
61									
SUB-TOTAL									

	Units				-- PM Peak Hour --			ADT
		In	Out	Total	In	Out	Total	
Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854
Industrial Park	10578.60 TSF	5818	1057	6875	1377	5501	6878	63472
Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
-----		6026	1209	7235	1631	5755	7386	70146

Land Use Type  
30.  
35.

COMMERCE CENTER (2012) LAND USE AND TRIP GENERATION SUMMARY  
TOTAL

-- AM Peak Hour --

Land Use Type	Units		In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	699.00	DU	132	391	523	447	259	706	6919
	2026.00	DU	203	972	1175	952	526	1478	16208
	451.00	DU	36	194	230	185	95	280	3113
	587.00	TSF	429	275	704	1397	1514	2911	31733
-----	104.57	TSF	114	73	187	348	378	726	8895
	102.50	TSF	74	50	124	185	185	370	3799
	1350.00	STU	351	270	621	108	122	230	1958
3. Industrial Park	10642.48	TSF	5853	1063	6916	1385	5534	6919	63855
4. Regional Post Office	764.00	TSF	153	115	268	115	115	230	3820
5. Commercial Office	970.40	TSF	1505	184	1689	204	1252	1456	11218
12. Developed Park	33.20	AC	0	0	0	0	1	1	87
30.			8850	3587	12437	5326	9981	15307	151605
35.									
40 TOTAL (2012) LAND USE AND TRIP GENERATION SUMMARY									

51.

TOTAL

-- AM Peak Hour --

**APPENDIX A (Cont.)**  
**LAND USE AND TRIP GENERATION BY PLANNING AREA**

**d. Year 2014**

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
3. Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
Condominium/Townhouse	305.00 DU	31	146	177	143	79	222	2440
Apartment	155.00 DU	12	67	79	64	33	97	1070
Commercial Center (<10ac)	10.50 TSF	11	7	18	35	38	73	893
Commercial Office	9.50 TSF	15	2	17	2	12	14	110
<b>Zone</b>		<b>76</b>	<b>243</b>	<b>319</b>	<b>268</b>	<b>176</b>	<b>444</b>	<b>4889</b>
102								
3. Single Family (6-10du/ac)	95.00 DU	18	53	71	61	35	96	940
Condominium/Townhouse	169.00 DU	17	81	98	79	44	123	1352
Commercial Center (<10ac)	38.50 TSF	42	27	69	128	139	267	3275
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
Developed Park	16.10 AC	0	0	0	0	1	1	42
<b>4. 5. 103</b>		<b>279</b>	<b>316</b>	<b>595</b>	<b>345</b>	<b>304</b>	<b>649</b>	<b>7049</b>
<b>40. LANDMARK VILLAGE (2014) ZONAL LAND USE AND TRIP GENERATION</b>								
3. Single Family (6-10du/ac)	175.00 DU	33	98	131	112	65	177	1732
Condominium/Townhouse	211.00 DU	21	101	122	99	55	154	1688
Apartment	152.00 DU	12	65	77	62	32	94	1049
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Office	370.00 TSF	574	70	644	78	477	555	4277
<b>4. 12. 13. 204 51.</b>		<b>824</b>	<b>452</b>	<b>1276</b>	<b>951</b>	<b>1279</b>	<b>2230</b>	<b>22369</b>
5. Apartment	144.00 DU	12	62	74	59	30	89	994
Commercial Center (<10ac)	27.10 TSF	30	19	49	90	98	188	2305
Commercial Office	315.90 TSF	490	60	550	66	408	474	3652
<b>SUB-TOTAL</b>		<b>532</b>	<b>141</b>	<b>673</b>	<b>215</b>	<b>536</b>	<b>751</b>	<b>6951</b>

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
SUB-TOTAL	Single Family (6-10du/ac)	58	172	230	197	114	311	3048
12. AM Peak Hour	Condominium/Townhouse	69	328	397	321	178	499	5480
40.	Apartment	36	194	230	185	95	280	3113
	Commercial Center(10-30a)	184	118	302	600	650	1250	13623
	Commercial Center (<10ac)	83	53	136	253	275	528	6473
<b>SUB-TOTAL</b>	Commercial Shops	7	5	12	17	17	34	352
Land Use Type	Elementary/Middle School	195	150	345	60	68	128	1088
3.	Commercial Office	1079	132	1211	146	897	1043	8039
4.	Developed Park	0	0	0	0	1	1	42
5. 11. 12.		<b>1711</b>	<b>1152</b>	<b>2863</b>	<b>1779</b>	<b>2295</b>	<b>4074</b>	<b>41258</b>

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
12.	Commercial Center (<10ac)	23.00 TSF	25	16	41	76	83	159	1956
			25	16	41	76	83	159	1956
4.	Condominium/Townhouse	1874.00 DU	187	900	1087	881	487	1368	14992
Zone	Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10812
	Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
100	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
	Commercial Office	75.00 TSF	116	14	130	16	97	113	867
	Developed Park	8.40 AC	0	0	0	0	0	0	22
120			695	1196	1891	1474	1210	2684	28591

SUB-TOTAL

MISSION VILLAGE (2014) ZONAL LAND USE AND TRIP GENERATION

	Units	In	Out	Total	-- PM Peak Hour --			ADT	
					In	Out	Total		
51.	Condominium/Townhouse	1874.00 DU	187	900	1087	881	487	1368	14992
	Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10812
	Commercial Center (<10ac)	23.00 TSF	25	16	41	76	83	159	1956
SUB-TOTAL	Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
	Commercial Office	75.00 TSF	116	14	130	16	97	113	867
Land Use Type	Developed Park	8.40 AC	0	0	0	0	0	0	22
11.			720	1212	1932	1550	1293	2843	30547
12.									
13.									
20.									
40.									

MISSION VILLAGE (2014) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

TOTAL

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
4. Condominium/Townhouse	851.00 DU	85	408	493	400	221	621	6808
Developed Park	8.70 AC	0	0	0	0	0	0	23
		85	408	493	400	221	621	6831

Zone-----

108

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
51. Condominium/Townhouse	851.00 DU	85	408	493	400	221	621	6808
Developed Park	8.70 AC	0	0	0	0	0	0	23
HOMESTEAD S/O RIVER (2014) ZONAL LAND USE AND TRIP GENERATION		85	408	493	400	221	621	6831
SUB-TOTAL								

Land Use Type  
51.

HOMESTEAD S/O RIVER (2014) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
3. Single Family (6-10du/ac)	114.00 DU	22	64	86	73	42	115	1129
		22	64	86	73	42	115	1129

Zone-----

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Single Family (6-10du/ac)	114.00 DU	22	64	86	73	42	115	1129
		22	64	86	73	42	115	1129

SUB-TOTAL

POTRERO VILLAGE (2014) ZONAL LAND USE AND TRIP GENERATION-----

Land Use Type

3.

TOTAL

POTRERO VILLAGE (2014) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
30. Industrial Park	63.88 TSF	35	6	41	8	33	41	383
Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7298
		134	69	203	329	381	710	7681
zone-----40. Commercial Office-----	200.00 TSF-----	310-----	38-----	348-----	42-----	258-----	300-----	2312
		310	38	348	42	258	300	2312
90 3. Single Family (6-10du/ac)	572.00 DU	109	320	429	366	212	578	5663
Condominium/Townhouse	614.00 DU	61	295	356	289	160	449	4912
Commercial Center (<10ac)	28.48 TSF	31	20	51	95	103	198	2422
		201	635	836	750	475	1225	12997
140								
SUB-TOTAL								

ENTRADA (2014) ZONAL LAND USE AND TRIP GENERATION					-- PM Peak Hour --			ADT
Units	In	Out	Total	In	Out	Total		
4. Single Family (6-10du/ac)	572.00 DU	109	320	429	366	212	578	5663
11. Condominium/Townhouse	614.00 DU	61	295	356	289	160	449	4912
SUB-TOTAL Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7298
Commercial Center (<10ac)	28.48 TSF	31	20	51	95	103	198	2422
-----Industrial Park-----	63.88 TSF-----	35-----	6-----	41-----	8-----	33-----	41-----	383
Commercial Office	200.00 TSF	310	38	348	42	258	300	2312
Land Use Type								
3.		645	742	1387	1121	1114	2235	22990
4.								
12.								
30.								
40.								

-- AM Peak Hour --  
ENTRADA (2014) LAND USE AND TRIP GENERATION SUMMARY  
TOTAL

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
4. Condominium/Townhouse	585.00 DU	59	281	340	275	152	427	4680
		59	281	340	275	152	427	4680
4. Condominium/Townhouse	12.00 DU	1	6	7	6	3	9	96
Zone		1	6	7	6	3	9	96

126

131

	Units	In	Out	Total	-- PM Peak Hour --			ADT	
					In	Out	Total		
SUB-TOTAL	Condominium/Townhouse	597.00 DU	60	287	347	281	155	436	4776
LEGACY VILLAGE (2014) ZONAL LAND USE AND TRIP GENERATION									
SUB-TOTAL			60	287	347	281	155	436	4776

Land Use Type

TOTAL

LEGACY VILLAGE (2014) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

-- AM Peak Hour --

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	30. Industrial Park	730.00 TSF	402	73	475	95	380	475	4380
			402	73	475	95	380	475	4380
	30. Industrial Park	275.00 TSF	151	28	179	36	143	179	1650
<del>Zone</del>			151	28	179	36	143	179	1650
41	30. Industrial Park	273.90 TSF	151	27	178	36	142	178	1643
			151	27	178	36	142	178	1643
42	30. Industrial Park	1960.20 TSF	1078	196	1274	255	1019	1274	11761
			1078	196	1274	255	1019	1274	11761
43	13. Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854
<del>43</del>	SUB-TOTAL Industrial Park	445.80 TSF	245	45	290	58	232	290	2675
			300	82	382	197	371	568	5529
COMMERCE CENTER (2014) ZONAL LAND USE AND TRIP GENERATION									
<del>45</del>	SUB-TOTAL 30. Industrial Park	4254.10 TSF	2340	425	2765	553	2212	2765	25525
			2340	425	2765	553	2212	2765	25525
<del>46</del>	SUB-TOTAL 30. Industrial Park	720.00 TSF	396	72	468	94	374	468	4320
			396	72	468	94	374	468	4320
SUB-TOTAL	30. Industrial Park	764.30 TSF	420	76	496	99	397	496	4586
<del>47</del>			420	76	496	99	397	496	4586
<del>48</del>	SUB-TOTAL 30. Industrial Park	1051.50 TSF	578	105	683	137	547	684	6309
			578	105	683	137	547	684	6309
<del>49</del>	SUB-TOTAL 35. Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
			153	115	268	115	115	230	3820
<del>58</del>	SUB-TOTAL 30. Industrial Park	411.60 TSF	226	41	267	54	214	268	2470
			226	41	267	54	214	268	2470
-- AM Peak Hour --									
<del>59</del>	SUB-TOTAL 30. Industrial Park	744.90 TSF	410	74	484	97	387	484	4469
			410	74	484	97	387	484	4469
<del>60</del>	SUB-TOTAL 30. Industrial Park	627.30 TSF	345	63	408	82	326	408	3764
			345	63	408	82	326	408	3764
<del>61</del>	SUB-TOTAL								

	Units				-- PM Peak Hour --			ADT
		In	Out	Total	In	Out	Total	
Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854
Industrial Park	12258.60 TSF	6742	1225	7967	1596	6373	7969	73552
Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
-----		6950	1377	8327	1850	6627	8477	80226

Land Use Type  
30.  
35.

COMMERCE CENTER (2014) LAND USE AND TRIP GENERATION SUMMARY  
TOTAL

-- AM Peak Hour --

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Single Family (6-10du/ac)	994.00 DU	189	556	745	636	368	1004	9840
Condominium/Townhouse	4621.00 DU	462	2218	2680	2172	1201	3373	36968
Apartment	451.00 DU	36	194	230	185	95	280	3113
Commercial Center(10-30a)	587.00 TSF	429	275	704	1397	1514	2911	31733
----- Commercial Center (<10ac) -----	127.57 TSF	139	89	228	424	461	885	10851
Commercial Shops	102.50 TSF	74	50	124	185	185	370	3799
Elementary/Middle School	1650.00 STU	429	330	759	132	149	281	2393
3. Industrial Park	12322.48 TSF	6777	1231	8008	1604	6406	8010	73935
4. Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
5. Commercial Office	970.40 TSF	1505	184	1689	204	1252	1456	11218
12. Developed Park	33.20 AC	0	0	0	0	1	1	87
13.								
20.		10193	5242	15435	7054	11747	18801	187757
30.								
35.								
40 TOTAL (2014) LAND USE AND TRIP GENERATION SUMMARY								

51.

TOTAL

-- AM Peak Hour --

**APPENDIX A (Cont.)**  
**LAND USE AND TRIP GENERATION BY PLANNING AREA**

**e. Year 2018**

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
3. Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
Condominium/Townhouse	305.00 DU	31	146	177	143	79	222	2440
Apartment	155.00 DU	12	67	79	64	33	97	1070
Commercial Center (<10ac)	10.50 TSF	11	7	18	35	38	73	893
Commercial Office	9.50 TSF	15	2	17	2	12	14	110
<b>Zone</b>		<b>76</b>	<b>243</b>	<b>319</b>	<b>268</b>	<b>176</b>	<b>444</b>	<b>4889</b>
102								
3. Single Family (6-10du/ac)	95.00 DU	18	53	71	61	35	96	940
Condominium/Townhouse	169.00 DU	17	81	98	79	44	123	1352
Commercial Center (<10ac)	38.50 TSF	42	27	69	128	139	267	3275
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
Developed Park	16.10 AC	0	0	0	0	1	1	42
4.		279	316	595	345	304	649	7049
5.								
103								
40								
LANDMARK VILLAGE (2018) ZONAL LAND USE AND TRIP GENERATION								
3. Single Family (6-10du/ac)	175.00 DU	33	98	131	112	65	177	1732
Condominium/Townhouse	211.00 DU	21	101	122	99	55	154	1688
Apartment	152.00 DU	12	65	77	62	32	94	1049
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Office	370.00 TSF	574	70	644	78	477	555	4277
<b>Sub-TOTAL</b>		<b>824</b>	<b>452</b>	<b>1276</b>	<b>951</b>	<b>1279</b>	<b>2230</b>	<b>22369</b>
4.								
12.								
13.								
204								
51.								
5. Apartment	144.00 DU	12	62	74	59	30	89	994
Commercial Center (<10ac)	27.10 TSF	30	19	49	90	98	188	2305
Commercial Office	315.90 TSF	490	60	550	66	408	474	3652
<b>Sub-TOTAL</b>		<b>532</b>	<b>141</b>	<b>673</b>	<b>215</b>	<b>536</b>	<b>751</b>	<b>6951</b>
4.								
5.								
105								
40.								

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
12.AM Peak Hour -Single Family (6-10du/ac)	308.00 DU	58	172	230	197	114	311	3048
40. Condominium/Townhouse	685.00 DU	69	328	397	321	178	499	5480
Apartment	451.00 DU	36	194	230	185	95	280	3113
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Center (<10ac)	76.10 TSF	83	53	136	253	275	528	6473
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
3. Commercial Office	695.40 TSF	1079	132	1211	146	897	1043	8039
4. Developed Park	16.10 AC	0	0	0	0	1	1	42
5.								
11.		1711	1152	2863	1779	2295	4074	41258
12.								

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	2. Single Family (1-5du/ac)	123.00 DU	23	69	92	79	46	125	1218
	Condominium/Townhouse	855.00 DU	86	410	496	402	222	624	6840
			109	479	588	481	268	749	8058
zone	12. Commercial Center (<10ac)	6.20 TSF	7	4	11	21	22	43	527
	Business Park	250.00 TSF	300	58	358	75	248	323	2550
96			307	62	369	96	270	366	3077
	51. Developed Park	20.20 AC	0	0	0	1	1	2	53
			0	0	0	1	1	2	53
98	12. Commercial Center (<10ac)	23.00 TSF	25	16	41	76	83	159	1956
4.			25	16	41	76	83	159	1956
SUB-TOTAL	4. Condominium/Townhouse	2425.00 DU	243	1164	1407	1140	631	1771	19400
94	MISSION VILLAGE (2018)	ZONAL LAND USE AND TRIP GENERATION	195	126	321	636	690	1326	14450
	Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
100	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
SUB-TOTAL	Commercial Office	75.00 TSF	116	14	130	16	97	113	867
	Developed Park	8.40 AC	0	0	0	0	0	0	22
120			800	1492	2292	1893	1528	3421	36637
SUB-TOTAL	4. Condominium/Townhouse	176.00 DU	18	84	102	83	46	129	1408
			18	84	102	83	46	129	1408
SUB-TOTAL	4. Condominium/Townhouse	351.00 DU	35	168	203	165	91	256	2808
11.			35	168	203	165	91	256	2808
13.									
20.									
40									
122									
51.									
142									
SUB-TOTAL									
-- AM Peak Hour --									
SUB-TOTAL									
SUB-TOTAL									

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Single Family (1-5du/ac)	123.00 DU	23	69	92	79	46	125	1218
Condominium/Townhouse	3807.00 DU	382	1826	2208	1790	990	2780	30456
Commercial Center(10-30a)	267.30 TSF	195	126	321	636	690	1326	14450
Commercial Center (<10ac)	29.20 TSF	32	20	52	97	105	202	2483
<del>Commercial Shops</del>	<del>16.00 TSF</del>	<del>12</del>	<del>8</del>	<del>20</del>	<del>29</del>	<del>29</del>	<del>58</del>	<del>593</del>
Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
Business Park	250.00 TSF	300	58	358	75	248	323	2550
Commercial Office	75.00 TSF	116	14	130	16	97	113	867
Developed Park	28.60 AC	0	0	0	1	1	2	75
		1294	2301	3595	2795	2287	5082	53997

MISSION VILLAGE (2018) LAND USE AND TRIP GENERATION SUMMARY

TOTAL

-- AM Peak Hour --

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
2. Single Family (1-5du/ac)	461.00 DU	88	258	346	295	171	466	4564
		88	258	346	295	171	466	4564
4. Condominium/Townhouse	1828.00 DU	183	877	1060	859	475	1334	14624
Zone-----Elementary/Middle School	600.00 STU	156	120	276	48	54	102	870
Developed Park	8.70 AC	0	0	0	0	0	0	23
107		339	997	1336	907	529	1436	15517

108

SUB-TOTAL HOMESTEAD S/O RIVER (2018) ZONAL LAND USE AND TRIP GENERATION	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
51. Single Family (1-5du/ac)	461.00 DU	88	258	346	295	171	466	4564
Condominium/Townhouse	1828.00 DU	183	877	1060	859	475	1334	14624
Elementary/Middle School	600.00 STU	156	120	276	48	54	102	870
SUB-TOTAL Developed Park	8.70 AC	0	0	0	0	0	0	23
		427	1255	1682	1202	700	1902	20081

Land Use Type

2.  
40.

51.

HOMESTEAD S/O RIVER (2018) LAND USE AND TRIP GENERATION SUMMARY

TOTAL

-- AM Peak Hour --

-- AM Peak Hour --

Zone	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	4. Condominium/Townhouse	542.00 DU	54	260	314	255	141	396	4336
			54	260	314	255	141	396	4336
	3. Single Family (6-10du/ac)	450.00 DU	86	252	338	288	167	455	4455
			86	252	338	288	167	455	4455
127	3. Single Family (6-10du/ac)	177.00 DU	34	99	133	113	65	178	1752
			34	99	133	113	65	178	1752
128									
129									
SUB-TOTAL						-- PM Peak Hour --			
POTRERO VILLAGE (2018) ZONAL LAND USE AND TRIP GENERATION						In	Out	Total	ADT
SUB-TOTAL Single Family (6-10du/ac)						120	351	471	6207
SUB-TOTAL Condominium/Townhouse						54	260	314	4336
SUB-TOTAL						174	611	785	10543

Land Use Type  
3.  
4.

TOTAL  
POTRERO VILLAGE (2018) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
5.	Apartment	408.00 DU	33	175	208	167	86	253	2815
	Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7298
	Industrial Park	63.88 TSF	35	6	41	8	33	41	383
	Commercial Office	200.00 TSF	310	38	348	42	258	300	2312
<b>Zone</b>			<b>477</b>	<b>282</b>	<b>759</b>	<b>538</b>	<b>725</b>	<b>1263</b>	<b>12808</b>
90	4. Condominium/Townhouse	867.00 DU	87	416	503	407	225	632	6936
	Commercial Center (>30ac)	350.00 TSF	165	105	270	574	623	1197	14021
	Commercial Office	250.00 TSF	388	48	436	53	323	376	2890
			640	569	1209	1034	1171	2205	23847
11.	3. Single Family (6-10du/ac)	572.00 DU	109	320	429	366	212	578	5663
30.	Condominium/Townhouse	1250.00 DU	125	600	725	588	325	913	10000
40.	Commercial Center (<10ac)	28.48 TSF	31	20	51	95	103	198	2422
			265	940	1205	1049	640	1689	18085

SUB-TOTAL  
ENTRADA (2018) ZONAL LAND USE AND TRIP GENERATION  
120  
140  
40.

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
42.	Single Family (6-10du/ac)	572.00 DU	109	320	429	366	212	578	5663
	Condominium/Townhouse	2117.00 DU	212	1016	1228	995	550	1545	16936
	Apartment	408.00 DU	33	175	208	167	86	253	2815
SUB-TOTAL	Commercial Center (>30ac)	350.00 TSF	165	105	270	574	623	1197	14021
	Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7298
	Commercial Center (<10ac)	28.48 TSF	31	20	51	95	103	198	2422
	Industrial Park	63.88 TSF	35	6	41	8	33	41	383
	Commercial Office	450.00 TSF	698	86	784	95	581	676	5202
			1382	1791	3173	2621	2536	5157	54740

10. AM Peak Hour --  
11.  
12.  
30.  
40.

ENTRADA (2018) LAND USE AND TRIP GENERATION SUMMARY

TOTAL

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	7. Senior (Active)	801.00 DU	64	96	160	128	80	208	2972
			64	96	160	128	80	208	2972
	4. Condominium/Townhouse	585.00 DU	59	281	340	275	152	427	4680
			59	281	340	275	152	427	4680
Zone	-----								
124	4. Condominium/Townhouse	1200.00 DU	120	576	696	564	312	876	9600
	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
			354	756	1110	636	393	1029	10905

126

131  
SUB-TOTAL

LEGACY VILLAGE (2018) ZONAL LAND USE AND TRIP GENERATION						-- PM Peak Hour --			
	Units		In	Out	Total	In	Out	Total	ADT
SUB-TOTAL									
20.	Condominium/Townhouse	1785.00 DU	179	857	1036	839	464	1303	14280
	Senior (Active)	801.00 DU	64	96	160	128	80	208	2972
	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
SUB-TOTAL			477	1133	1610	1039	625	1664	18557

Land Use Type  
4.  
7.  
20.

TOTAL  
LEGACY VILLAGE (2018) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	30. Industrial Park	730.00 TSF	402	73	475	95	380	475	4380
			402	73	475	95	380	475	4380
	30. Industrial Park	275.00 TSF	151	28	179	36	143	179	1650
<del>Zone</del>			<del>151</del>	<del>28</del>	<del>179</del>	<del>36</del>	<del>143</del>	<del>179</del>	1650
41	30. Industrial Park	273.90 TSF	151	27	178	36	142	178	1643
			151	27	178	36	142	178	1643
42	30. Industrial Park	1960.20 TSF	1078	196	1274	255	1019	1274	11761
			1078	196	1274	255	1019	1274	11761
43	13. Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854
<del>43</del>	Industrial Park	445.80 TSF	245	45	290	58	232	290	2675
<del>SUB-TOTAL</del>			300	82	382	197	371	568	5529
COMMERCE CENTER (2018) ZONAL LAND USE AND TRIP GENERATION									
45	30. Industrial Park	4254.10 TSF	2340	425	2765	553	2212	2765	25525
<del>45</del>			2340	425	2765	553	2212	2765	25525
46	30. Industrial Park	720.00 TSF	396	72	468	94	374	468	4320
<del>46</del>			396	72	468	94	374	468	4320
SUB-TOTAL	30. Industrial Park	764.30 TSF	420	76	496	99	397	496	4586
47			420	76	496	99	397	496	4586
48	30. Industrial Park	1051.50 TSF	578	105	683	137	547	684	6309
<del>48</del>			578	105	683	137	547	684	6309
49	35. Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
<del>49</del>			153	115	268	115	115	230	3820
50	30. Industrial Park	411.60 TSF	226	41	267	54	214	268	2470
<del>50</del>			226	41	267	54	214	268	2470
-- AM Peak Hour --									
51	30. Industrial Park	744.90 TSF	410	74	484	97	387	484	4469
<del>51</del>			410	74	484	97	387	484	4469
52	30. Industrial Park	627.30 TSF	345	63	408	82	326	408	3764
<del>52</del>			345	63	408	82	326	408	3764
53									
<del>53</del>									

	Units	In	Out	Total	-- PM Peak Hour --			ADT					
					In	Out	Total						
Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854					
Industrial Park	12258.60 TSF	6742	1225	7967	1596	6373	7969	73552					
Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820					
-----					6950	1377	8327	-----	1850	6627	8477	-----	80226

Land Use Type  
30.  
35.

COMMERCIAL CENTER (2018) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Single Family (1-5du/ac)	584.00 DU	111	327	438	374	217	591	5782
Single Family (6-10du/ac)	1507.00 DU	287	843	1130	964	558	1522	14918
Condominium/Townhouse	10764.00 DU	1079	5164	6243	5059	2798	7857	86112
Apartment	859.00 DU	69	369	438	352	181	533	5928
----- Senior (Active) -----	801.00 DU	64	96	160	128	80	208	2972
Commercial Center (>30ac)	350.00 TSF	165	105	270	574	623	1197	14021
Commercial Center(10-30a)	654.30 TSF	478	307	785	1557	1688	3245	35371
2. Commercial Center (<10ac)	133.77 TSF	146	93	239	445	483	928	11378
3. Commercial Shops	102.50 TSF	74	50	124	185	185	370	3799
4. Elementary/Middle School	3150.00 STU	819	630	1449	252	284	536	4568
5.								
7. Industrial Park	12322.48 TSF	6777	1231	8008	1604	6406	8010	73935
10. Business Park	250.00 TSF	300	58	358	75	248	323	2550
11. Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
12. Commercial Office	1220.40 TSF	1893	232	2125	257	1575	1832	14108
13. <del>20. TOTAL (2018) LAND USE AND TRIP GENERATION SUMMARY</del>	53.40 AC	0	0	0	1	2	3	140
30.		12415	9620	22035	11942	15443	27385	279402
31.								
35.								
40.								
51.								

TOTAL

-- AM Peak Hour --

**APPENDIX A (Cont.)**  
**LAND USE AND TRIP GENERATION BY PLANNING AREA**

**f. Year 2022**

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
3. Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
Condominium/Townhouse	305.00 DU	31	146	177	143	79	222	2440
Apartment	155.00 DU	12	67	79	64	33	97	1070
Commercial Center (<10ac)	10.50 TSF	11	7	18	35	38	73	893
Commercial Office	9.50 TSF	15	2	17	2	12	14	110
<b>Zone</b>		<b>76</b>	<b>243</b>	<b>319</b>	<b>268</b>	<b>176</b>	<b>444</b>	<b>4889</b>
102								
3. Single Family (6-10du/ac)	95.00 DU	18	53	71	61	35	96	940
Condominium/Townhouse	169.00 DU	17	81	98	79	44	123	1352
Commercial Center (<10ac)	38.50 TSF	42	27	69	128	139	267	3275
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
Developed Park	16.10 AC	0	0	0	0	1	1	42
<b>4.</b>		<b>279</b>	<b>316</b>	<b>595</b>	<b>345</b>	<b>304</b>	<b>649</b>	<b>7049</b>
51.03								
40. LANDMARK VILLAGE (2022) ZONAL LAND USE AND TRIP GENERATION								
3. Single Family (6-10du/ac)	175.00 DU	33	98	131	112	65	177	1732
Condominium/Townhouse	211.00 DU	21	101	122	99	55	154	1688
Apartment	152.00 DU	12	65	77	62	32	94	1049
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Office	370.00 TSF	574	70	644	78	477	555	4277
<b>13.</b>		<b>824</b>	<b>452</b>	<b>1276</b>	<b>951</b>	<b>1279</b>	<b>2230</b>	<b>22369</b>
51.04								
51. Apartment	144.00 DU	12	62	74	59	30	89	994
Commercial Center (<10ac)	27.10 TSF	30	19	49	90	98	188	2305
Commercial Office	315.90 TSF	490	60	550	66	408	474	3652
<b>51.</b>		<b>532</b>	<b>141</b>	<b>673</b>	<b>215</b>	<b>536</b>	<b>751</b>	<b>6951</b>
<b>SUB-TOTAL</b>								
4.								
51.05								
40.								

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
12. AM Peak Hour - Single Family (6-10du/ac)	308.00 DU	58	172	230	197	114	311	3048
40. Condominium/Townhouse	685.00 DU	69	328	397	321	178	499	5480
Apartment	451.00 DU	36	194	230	185	95	280	3113
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Center (<10ac)	76.10 TSF	83	53	136	253	275	528	6473
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
Commercial Office	695.40 TSF	1079	132	1211	146	897	1043	8039
Developed Park	16.10 AC	0	0	0	0	1	1	42
<b>11.</b>		<b>1711</b>	<b>1152</b>	<b>2863</b>	<b>1779</b>	<b>2295</b>	<b>4074</b>	<b>41258</b>
12.								

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	2. Single Family (1-5du/ac)	123.00 DU	23	69	92	79	46	125	1218
	Condominium/Townhouse	881.00 DU	88	423	511	414	229	643	7048
			111	492	603	493	275	768	8266
zone	12. Commercial Center (<10ac)	6.20 TSF	7	4	11	21	22	43	527
	Business Park	350.00 TSF	420	81	501	105	347	452	3570
96			427	85	512	126	369	495	4097
	4. Condominium/Townhouse	436.00 DU	44	209	253	205	113	318	3488
	Developed Park	20.20 AC	0	0	0	1	1	2	53
98			44	209	253	206	114	320	3541
4.	12. Commercial Center (<10ac)	23.00 TSF	25	16	41	76	83	159	1956
	Commercial Office	220.00 TSF	341	42	383	46	284	330	2543
SUB-TOTAL			366	58	424	122	367	489	4499
99	MISSION VILLAGE (2022) ZONAL LAND USE AND TRIP GENERATION								
	4. Condominium/Townhouse	2425.00 DU	243	1164	1407	1140	631	1771	19400
	Commercial Center(10-30a)	267.30 TSF	195	126	321	636	690	1326	14450
SUB-TOTAL	Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
51.	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
	Commercial Office	75.00 TSF	116	14	130	16	97	113	867
SUB-TOTAL	Developed Park	8.40 AC	0	0	0	0	0	0	22
40.			800	1492	2292	1893	1528	3421	36637
	2. Single Family (1-5du/ac)	168.00 DU	32	94	126	108	62	170	1663
	Condominium/Townhouse	418.00 DU	42	201	243	196	109	305	3344
SUB-TOTAL			74	295	369	304	171	475	5007
11.									
13.	4. Condominium/Townhouse	176.00 DU	18	84	102	83	46	129	1408
20.			18	84	102	83	46	129	1408
401									
51.	4. Condominium/Townhouse	670.00 DU	67	322	389	315	174	489	5360
			67	322	389	315	174	489	5360
	-- AM Peak Hour --								
SUB-TOTAL									
4.									
142									
SUB-TOTAL									
SUB-TOTAL									

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Single Family (1-5du/ac)	291.00 DU	55	163	218	187	108	295	2881
Condominium/Townhouse	5006.00 DU	502	2403	2905	2353	1302	3655	40048
Commercial Center(10-30a)	267.30 TSF	195	126	321	636	690	1326	14450
Commercial Center (<10ac)	29.20 TSF	32	20	52	97	105	202	2483
<del>Commercial Shops</del>	<del>16.00 TSF</del>	<del>12</del>	<del>8</del>	<del>20</del>	<del>29</del>	<del>29</del>	<del>58</del>	593
Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
Business Park	350.00 TSF	420	81	501	105	347	452	3570
Commercial Office	295.00 TSF	457	56	513	62	381	443	3410
Developed Park	28.60 AC	0	0	0	1	1	2	75
		1907	3037	4944	3542	3044	6586	68815

MISSION VILLAGE (2022) LAND USE AND TRIP GENERATION SUMMARY

TOTAL

-- AM Peak Hour --

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	2. Single Family (1-5du/ac)	461.00 DU	88	258	346	295	171	466	4564
	Condominium/Townhouse	326.00 DU	33	156	189	153	85	238	2608
	Elementary/Middle School	700.00 STU	182	140	322	56	63	119	1015
	High School	1300.00 STU	416	182	598	78	117	195	2327
Zone	Developed Park	20.50 AC	0	0	0	1	1	2	53
			719	736	1455	583	437	1020	10567
107	4. Condominium/Townhouse	2189.00 DU	219	1051	1270	1029	569	1598	17512
	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
	Developed Park	8.70 AC	0	0	0	0	0	0	23
			453	1231	1684	1101	650	1751	18840
40.	3. Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
218			7	21	28	24	14	38	376
51.	HOMESTEAD S/O RIVER (2022) ZONAL LAND USE AND TRIP GENERATION								
	2. Single Family (1-5du/ac)	184.00 DU	35	103	138	118	68	186	1822
	Condominium/Townhouse	548.00 DU	55	263	318	258	142	400	4384
	Developed Park	9.40 AC	0	0	0	0	0	0	24
SUB-TOTAL			90	366	456	376	210	586	6230
110	4. Condominium/Townhouse	161.00 DU	16	77	93	76	42	118	1288
SUB-TOTAL			16	77	93	76	42	118	1288
SUB-TOTAL									
118									
51.									
		Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
SUB-TOTAL	Single Family (1-5du/ac)	645.00 DU	123	361	484	413	239	652	6386
	Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
	Condominium/Townhouse	3224.00 DU	323	1547	1870	1516	838	2354	25792
SUB-TOTAL	Elementary/Middle School	1600.00 STU	416	320	736	128	144	272	2320
AM Peak Hour	High School	1300.00 STU	416	182	598	78	117	195	2327
	Developed Park	38.60 AC	0	0	0	1	1	2	100
Land Use Type			1285	2431	3716	2160	1353	3513	37301
2.									
3.									
40.									
21.									
51.	HOMESTEAD S/O RIVER (2022) LAND USE AND TRIP GENERATION SUMMARY								

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
3. Single Family (6-10du/ac)	164.00 DU	31	92	123	105	61	166	1624
Condominium/Townhouse	315.00 DU	32	151	183	148	82	230	2520
		63	243	306	253	143	396	4144

Zone-----

55

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
4. Single Family (6-10du/ac)	164.00 DU	31	92	123	105	61	166	1624
Condominium/Townhouse	315.00 DU	32	151	183	148	82	230	2520
HOMESTEAD N/O RIVER (2022) ZONAL LAND USE AND TRIP GENERATION		63	243	306	253	143	396	4144
SUB-TOTAL								

Land Use Type

3.  
4.

HOMESTEAD N/O RIVER (2022) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	34. Utilities	100.00 TSF	0	0	0	0	0	0	238
			0	0	0	0	0	0	238
	2. Single Family (1-5du/ac)	90.00 DU	17	50	67	58	33	91	891
Zone	<del>Single Family (6-10du/ac)</del>	<del>156.00 DU</del>	<del>30</del>	<del>87</del>	<del>117</del>	<del>100</del>	<del>58</del>	<del>158</del>	1544
	Golf Course	180.00 AC	27	11	38	18	36	54	1433
111			74	148	222	176	127	303	3868
	3. Single Family (6-10du/ac)	424.00 DU	81	237	318	271	157	428	4198
112			81	237	318	271	157	428	4198
	4. Condominium/Townhouse	400.00 DU	40	192	232	188	104	292	3200
	Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10812
SUB-TOTAL			186	286	472	664	620	1284	14012
115	POTRERO VILLAGE (2022) ZONAL LAND USE AND TRIP GENERATION								
50.	4. Condominium/Townhouse	400.00 DU	40	192	232	188	104	292	3200
	Commercial Center(10-30a)	200.00 TSF	146	94	240	476	516	992	10812
116			186	286	472	664	620	1284	14012
SUB-TOTAL									
	5. Apartment	531.00 DU	42	228	270	218	112	330	3664
			42	228	270	218	112	330	3664
SUB-TOTAL									
11.	4. Condominium/Townhouse	888.00 DU	89	426	515	417	231	648	7104
			89	426	515	417	231	648	7104
SUB-TOTAL									
11.	3. Single Family (6-10du/ac)	450.00 DU	86	252	338	288	167	455	4455
			86	252	338	288	167	455	4455
SUB-TOTAL									
127	3. Single Family (6-10du/ac)	177.00 DU	34	99	133	113	65	178	1752
SUB-TOTAL			34	99	133	113	65	178	1752
128	SUB-TOTAL								
	-- AM Peak Hour --								
129	SUB-TOTAL								
	SUB-TOTAL								
	SUB-TOTAL								

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Single Family (1-5du/ac)	90.00 DU	17	50	67	58	33	91	891
Single Family (6-10du/ac)	1207.00 DU	231	675	906	772	447	1219	11949
Condominium/Townhouse	1688.00 DU	169	810	979	793	439	1232	13504
Apartment	531.00 DU	42	228	270	218	112	330	3664
----- Commercial Center(10-30a) -----	400.00 TSF	292	188	480	952	1032	1984	21624
Utilities	100.00 TSF	0	0	0	0	0	0	238
Golf Course	180.00 AC	27	11	38	18	36	54	1433
2.		778	1962	2740	2811	2099	4910	53303
3.								
4.								
5.								
11.								
34.								

5 POTRERO VILLAGE (2022) LAND USE AND TRIP GENERATION SUMMARY

TOTAL

-- AM Peak Hour --

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
5.	Apartment	408.00 DU	33	175	208	167	86	253	2815
	Commercial Center (>30ac)	200.00 TSF	94	60	154	328	356	684	8012
	Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7298
	Industrial Park	63.88 TSF	35	6	41	8	33	41	383
zone	Commercial Office	300.00 TSF	465	57	522	63	387	450	3468
			726	361	1087	887	1210	2097	21976
90	4. Condominium/Townhouse	1000.00 DU	100	480	580	470	260	730	8000
	Commercial Center (>30ac)	400.00 TSF	188	120	308	656	712	1368	16024
	Commercial Office	250.00 TSF	388	48	436	53	323	376	2890
			676	648	1324	1179	1295	2474	26914
10.									
11.	10. Commercial Center (>30ac)	200.00 TSF	94	60	154	328	356	684	8012
30.			94	60	154	328	356	684	8012
40.									
	3. Single Family (6-10du/ac)	572.00 DU	109	320	429	366	212	578	5663
	Condominium/Townhouse	1250.00 DU	125	600	725	588	325	913	10000
ENTRADA (2022) ZONAL LAND USE AND TRIP GENERATION	Commercial Center (<10ac)	28.48 TSF	31	20	51	95	103	198	2422
SUB-TOTAL			265	940	1205	1049	640	1689	18085
101									
40.									
140									
SUB-TOTAL									
		Units	In	Out	Total	-- PM Peak Hour --			ADT
SUB-TOTAL						In	Out	Total	
4	12. Single Family (6-10du/ac)	572.00 DU	109	320	429	366	212	578	5663
	Condominium/Townhouse	2250.00 DU	225	1080	1305	1058	585	1643	18000
	Apartment	408.00 DU	33	175	208	167	86	253	2815
SUB-TOTAL	Commercial Center (>30ac)	800.00 TSF	376	240	616	1312	1424	2736	32048
	Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7298
	Commercial Center (<10ac)	28.48 TSF	31	20	51	95	103	198	2422
-- AM Peak Hour	Industrial Park	63.88 TSF	35	6	41	8	33	41	383
Land Use Type	Commercial Office	550.00 TSF	853	105	958	116	710	826	6358
4.									
5.									
10.			1761	2009	3770	3443	3501	6944	74987
11.									
12.									
30.									
40.									

ENTRADA (2022) LAND USE AND TRIP GENERATION SUMMARY

Zone	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
123	3. Single Family (6-10du/ac)	440.00 DU	84	246	330	282	163	445	4356
			84	246	330	282	163	445	4356
124	7. Senior (Active)	1000.00 DU	80	120	200	160	100	260	3710
			80	120	200	160	100	260	3710
126	4. Condominium/Townhouse	585.00 DU	59	281	340	275	152	427	4680
	Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8109
	Commercial Office	225.00 TSF	349	43	392	47	290	337	2601
SUB-TOTAL			518	395	913	679	829	1508	15390
126	4. Condominium/Townhouse	1400.00 DU	140	672	812	658	364	1022	11200
	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
SUB-TOTAL			374	852	1226	730	445	1175	12505
LEGACY VILLAGE (2022) ZONE 1 LAND USE AND TRIP GENERATION SUMMARY			14	42	56	48	28	76	743
SUB-TOTAL			14	42	56	48	28	76	743

Zone	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
131	Single Family (1-5du/ac)	75.00 DU	14	42	56	48	28	76	743
			14	42	56	48	28	76	743
40.	Single Family (6-10du/ac)	440.00 DU	84	246	330	282	163	445	4356
	Condominium/Townhouse	1985.00 DU	199	953	1152	933	516	1449	15880
SUB-TOTAL	Senior (Active)	1000.00 DU	80	120	200	160	100	260	3710
	Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8109
SUB-TOTAL	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
	Commercial Office	225.00 TSF	349	43	392	47	290	337	2601

2.	AM Peak Hour --		1070	1655	2725	1899	1565	3464	36704
3.									
4.									
7.									
11.									
20.									
40.									
LEGACY VILLAGE (2022) LAND USE AND TRIP GENERATION SUMMARY									

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	30. Industrial Park	730.00 TSF	402	73	475	95	380	475	4380
			402	73	475	95	380	475	4380
	30. Industrial Park	275.00 TSF	151	28	179	36	143	179	1650
Zone			151	28	179	36	143	179	1650
41	30. Industrial Park	273.90 TSF	151	27	178	36	142	178	1643
			151	27	178	36	142	178	1643
42	30. Industrial Park	1960.20 TSF	1078	196	1274	255	1019	1274	11761
			1078	196	1274	255	1019	1274	11761
43	13. Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854
43	Industrial Park	445.80 TSF	245	45	290	58	232	290	2675
SUB-TOTAL			300	82	382	197	371	568	5529
COMMERCE CENTER (2022) ZONAL LAND USE AND TRIP GENERATION									
45	30. Industrial Park	4254.10 TSF	2340	425	2765	553	2212	2765	25525
SUB-TOTAL			2340	425	2765	553	2212	2765	25525
46	30. Industrial Park	720.00 TSF	396	72	468	94	374	468	4320
SUB-TOTAL			396	72	468	94	374	468	4320
47	30. Industrial Park	764.30 TSF	420	76	496	99	397	496	4586
SUB-TOTAL			420	76	496	99	397	496	4586
48	30. Industrial Park	1051.50 TSF	578	105	683	137	547	684	6309
SUB-TOTAL			578	105	683	137	547	684	6309
49	35. Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
SUB-TOTAL			153	115	268	115	115	230	3820
50	30. Industrial Park	411.60 TSF	226	41	267	54	214	268	2470
SUB-TOTAL			226	41	267	54	214	268	2470
-- AM Peak Hour --									
59	30. Industrial Park	744.90 TSF	410	74	484	97	387	484	4469
SUB-TOTAL			410	74	484	97	387	484	4469
60	30. Industrial Park	627.30 TSF	345	63	408	82	326	408	3764
SUB-TOTAL			345	63	408	82	326	408	3764
61									
SUB-TOTAL									

	Units	In	Out	Total	-- PM Peak Hour --			ADT					
					In	Out	Total						
Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854					
Industrial Park	12258.60 TSF	6742	1225	7967	1596	6373	7969	73552					
Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820					
-----					6950	1377	8327	-----	1850	6627	8477	-----	80226

Land Use Type  
30.  
35.

COMMERCIAL CENTER (2022) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

	Units	In	Out	Total	-- PM Peak Hour --			ADT	
					In	Out	Total		
	Single Family (1-5du/ac)	1101.00 DU	209	616	825	706	408	1114	10901
	Single Family (6-10du/ac)	2729.00 DU	520	1526	2046	1746	1011	2757	27016
	Condominium/Townhouse	15153.00 DU	1519	7272	8791	7122	3940	11062	121224
	Apartment	1390.00 DU	111	597	708	570	293	863	9592
	Senior (Active)	1000.00 DU	80	120	200	160	100	260	3710
	Commercial Center (>30ac)	800.00 TSF	376	240	616	1312	1424	2736	32048
2.	Commercial Center(10-30a)	1204.30 TSF	880	566	1446	2866	3107	5973	65104
3.	Commercial Center (<10ac)	133.77 TSF	146	93	239	445	483	928	11378
4.	Commercial Shops	102.50 TSF	74	50	124	185	185	370	3799
5.	Elementary/Middle School	4150.00 STU	1079	830	1909	332	374	706	6018
7.	High School	1300.00 STU	416	182	598	78	117	195	2327
10.	Industrial Park	12322.48 TSF	6777	1231	8008	1604	6406	8010	73935
11.	Business Park	350.00 TSF	420	81	501	105	347	452	3570
12.	Utilities	100.00 TSF	0	0	0	0	0	0	238
13.	Regional Trip Generation Summary	764.00 TSF	153	115	268	115	115	230	3820
20.	Commercial Office	1765.40 TSF	2738	336	3074	371	2278	2649	20408
21.	Golf Course	180.00 AC	27	11	38	18	36	54	1433
30.	Developed Park	83.30 AC	0	0	0	2	3	5	217
31.			15525	13866	29391	17737	20627	38364	396738
34.									
35.									
40.									
50.									
51.									

TOTAL

-- AM Peak Hour --

**APPENDIX A (Cont.)**  
**LAND USE AND TRIP GENERATION BY PLANNING AREA**

**g. Year 2025**

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
3. Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
Condominium/Townhouse	305.00 DU	31	146	177	143	79	222	2440
Apartment	155.00 DU	12	67	79	64	33	97	1070
Commercial Center (<10ac)	10.50 TSF	11	7	18	35	38	73	893
Commercial Office	9.50 TSF	15	2	17	2	12	14	110
<b>zone</b>		<b>76</b>	<b>243</b>	<b>319</b>	<b>268</b>	<b>176</b>	<b>444</b>	<b>4889</b>
102								
3. Single Family (6-10du/ac)	95.00 DU	18	53	71	61	35	96	940
Condominium/Townhouse	169.00 DU	17	81	98	79	44	123	1352
Commercial Center (<10ac)	38.50 TSF	42	27	69	128	139	267	3275
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
Developed Park	16.10 AC	0	0	0	0	1	1	42
4.		279	316	595	345	304	649	7049
5.								
103								
40								
LANDMARK VILLAGE (2025) ZONAL LAND USE AND TRIP GENERATION								
3. Single Family (6-10du/ac)	175.00 DU	33	98	131	112	65	177	1732
Condominium/Townhouse	211.00 DU	21	101	122	99	55	154	1688
Apartment	152.00 DU	12	65	77	62	32	94	1049
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Office	370.00 TSF	574	70	644	78	477	555	4277
<b>4.</b>		<b>824</b>	<b>452</b>	<b>1276</b>	<b>951</b>	<b>1279</b>	<b>2230</b>	<b>22369</b>
13.								
204								
51.								
5. Apartment	144.00 DU	12	62	74	59	30	89	994
Commercial Center (<10ac)	27.10 TSF	30	19	49	90	98	188	2305
Commercial Office	315.90 TSF	490	60	550	66	408	474	3652
<b>51.</b>		<b>532</b>	<b>141</b>	<b>673</b>	<b>215</b>	<b>536</b>	<b>751</b>	<b>6951</b>
<b>SUB-TOTAL</b>								
4.								
5.								
105								
40.								

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
12.AM Peak Hour -Single Family (6-10du/ac)	308.00 DU	58	172	230	197	114	311	3048
40. Condominium/Townhouse	685.00 DU	69	328	397	321	178	499	5480
Apartment	451.00 DU	36	194	230	185	95	280	3113
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Center (<10ac)	76.10 TSF	83	53	136	253	275	528	6473
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
3. Commercial Office	695.40 TSF	1079	132	1211	146	897	1043	8039
4. Developed Park	16.10 AC	0	0	0	0	1	1	42
5.								
11.								
12.		1711	1152	2863	1779	2295	4074	41258

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	2. Single Family (1-5du/ac)	123.00 DU	23	69	92	79	46	125	1218
	Condominium/Townhouse	881.00 DU	88	423	511	414	229	643	7048
			111	492	603	493	275	768	8266
Zone	12. Commercial Center (<10ac)	6.20 TSF	7	4	11	21	22	43	527
	Business Park	691.50 TSF	830	159	989	207	685	892	7053
96			837	163	1000	228	707	935	7580
	4. Condominium/Townhouse	470.00 DU	47	226	273	221	122	343	3760
	Developed Park	20.20 AC	0	0	0	1	1	2	53
98			47	226	273	222	123	345	3813
4.	12. Commercial Center (<10ac)	23.00 TSF	25	16	41	76	83	159	1956
	Commercial Office	220.00 TSF	341	42	383	46	284	330	2543
SUB-TOTAL			366	58	424	122	367	489	4499
99	MISSION VILLAGE (2025) ZONAL LAND USE AND TRIP GENERATION								
	4. Condominium/Townhouse	2425.00 DU	243	1164	1407	1140	631	1771	19400
	Commercial Center(10-30a)	267.30 TSF	195	126	321	636	690	1326	14450
SUB-TOTAL	Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
51.	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
	Commercial Office	75.00 TSF	116	14	130	16	97	113	867
SUB-TOTAL	Developed Park	8.40 AC	0	0	0	0	0	0	22
40.			800	1492	2292	1893	1528	3421	36637
	2. Single Family (1-5du/ac)	168.00 DU	32	94	126	108	62	170	1663
	Condominium/Townhouse	418.00 DU	42	201	243	196	109	305	3344
SUB-TOTAL			74	295	369	304	171	475	5007
11.									
13.	4. Condominium/Townhouse	176.00 DU	18	84	102	83	46	129	1408
20.			18	84	102	83	46	129	1408
40									
51.	4. Condominium/Townhouse	670.00 DU	67	322	389	315	174	489	5360
			67	322	389	315	174	489	5360
	-- AM Peak Hour --								
SUB-TOTAL									
4.									
142									
SUB-TOTAL									
SUB-TOTAL									

	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Single Family (1-5du/ac)	291.00 DU	55	163	218	187	108	295	2881
Condominium/Townhouse	5040.00 DU	505	2420	2925	2369	1311	3680	40320
Commercial Center(10-30a)	267.30 TSF	195	126	321	636	690	1326	14450
Commercial Center (<10ac)	29.20 TSF	32	20	52	97	105	202	2483
----- Commercial Shops -----	16.00 TSF	12	8	20	29	29	58	593
Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
Business Park	691.50 TSF	830	159	989	207	685	892	7053
Commercial Office	295.00 TSF	457	56	513	62	381	443	3410
Developed Park	28.60 AC	0	0	0	1	1	2	75
		2320	3132	5452	3660	3391	7051	72570
Land Use Type								
2.								
4.								
11.								
12.								
13.								
20.								
31.								
MISSION VILLAGE (2025) LAND USE AND TRIP GENERATION SUMMARY								
40.								
51.								

TOTAL

-- AM Peak Hour --

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT	
					In	Out	Total		
2. Single Family (1-5du/ac)	461.00 DU	88	258	346	295	171	466	4564	
Condominium/Townhouse	326.00 DU	33	156	189	153	85	238	2608	
Elementary/Middle School	1000.00 STU	260	200	460	80	90	170	1450	
High School	2000.00 STU	640	280	920	120	180	300	3580	
Developed Park	20.50 AC	0	0	0	1	1	2	53	
<b>Zone</b>		1021	894	1915	649	527	1176	12255	
107	4. Condominium/Townhouse	2189.00 DU	219	1051	1270	1029	569	1598	17512
	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
	Developed Park	8.70 AC	0	0	0	0	0	23	
			453	1231	1684	1101	650	1751	18840
40.	3. Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
218			7	21	28	24	14	38	376
51.	HOMESTEAD S/O RIVER (2025) ZONAL LAND USE AND TRIP GENERATION								
	2. Single Family (1-5du/ac)	184.00 DU	35	103	138	118	68	186	1822
	Condominium/Townhouse	548.00 DU	55	263	318	258	142	400	4384
SUB-TOTAL	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
209	Developed Park	9.40 AC	0	0	0	0	0	24	
51.			324	546	870	448	291	739	7535
110	4. Condominium/Townhouse	161.00 DU	16	77	93	76	42	118	1288
SUB-TOTAL			16	77	93	76	42	118	1288
SUB-TOTAL									
40									
218									
51.									
		Units	In	Out	Total	-- PM Peak Hour --			ADT
SUB-TOTAL	Single Family (1-5du/ac)	645.00 DU	123	361	484	413	239	652	6386
	Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
-- AM Peak Hour	Condominium/Townhouse	3224.00 DU	323	1547	1870	1516	838	2354	25792
SUB-TOTAL	Elementary/Middle School	2800.00 STU	728	560	1288	224	252	476	4060
	High School	2000.00 STU	640	280	920	120	180	300	3580
	Developed Park	38.60 AC	0	0	0	1	1	2	100
Land Use Type			1821	2769	4590	2298	1524	3822	40294
2.									
3.									
40.									
21.									
51.									
HOMESTEAD S/O RIVER (2025) LAND USE AND TRIP GENERATION SUMMARY									

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
3. Single Family (6-10du/ac)	62.00 DU	12	35	47	40	23	63	614
Condominium/Townhouse	589.00 DU	59	283	342	277	153	430	4712
		71	318	389	317	176	493	5326
zone-----3. Single Family (6-10du/ac)	164.00 DU	31	92	123	105	61	166	1624
Condominium/Townhouse	922.00 DU	92	443	535	433	240	673	7376
Developed Park	5.80 AC	0	0	0	0	0	0	15
54		123	535	658	538	301	839	9015
2. Single Family (1-5du/ac)	19.00 DU	4	11	15	12	7	19	188
Condominium/Townhouse	23.00 DU	2	11	13	11	6	17	184
55		6	22	28	23	13	36	372
4.								
12. Commercial Center (<10ac)	55.40 TSF	60	38	98	184	199	383	4712
HOMESTEAD N/O RIVER (2025) ZONAL LAND USE AND TRIP GENERATION	439.60 TSF	528	101	629	132	435	567	4484
SUB-TOTAL Business Park		163	20	183	22	135	157	1214
46. Commercial Office	105.00 TSF	751	159	910	338	769	1107	10410

SUB-TOTAL  
57  
4.

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
40. Single Family (1-5du/ac)	19.00 DU	4	11	15	12	7	19	188
Single Family (6-10du/ac)	226.00 DU	43	127	170	145	84	229	2238
Condominium/Townhouse	1534.00 DU	153	737	890	721	399	1120	12272
SUB-TOTAL Commercial Center (<10ac)	55.40 TSF	60	38	98	184	199	383	4712
-----Business Park-----	439.60 TSF	528	101	629	132	435	567	4484
Commercial Office	105.00 TSF	163	20	183	22	135	157	1214
Land Use Type Developed Park	5.80 AC	0	0	0	0	0	0	15
2. AM Peak Hour --		951	1034	1985	1216	1259	2475	25123

31.  
4  
12.  
31.  
HOMESTEAD N/O RIVER (2025) LAND USE AND TRIP GENERATION SUMMARY  
51.

TOTAL

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	34. Utilities	100.00 TSF	0	0	0	0	0	0	238
			0	0	0	0	0	0	238
	2. Single Family (1-5du/ac)	90.00 DU	17	50	67	58	33	91	891
Zone	Single Family (6-10du/ac)	156.00 DU	30	87	117	100	58	158	1544
	Golf Course	180.00 AC	27	11	38	18	36	54	1433
111			74	148	222	176	127	303	3868
	3. Single Family (6-10du/ac)	603.00 DU	115	338	453	386	223	609	5970
112			115	338	453	386	223	609	5970
	4. Condominium/Townhouse	1000.00 DU	100	480	580	470	260	730	8000
	Commercial Center(10-30a)	400.00 TSF	292	188	480	952	1032	1984	21624
SUB-TOTAL			392	668	1060	1422	1292	2714	29624
115	OTRERO VILLAGE (2025) ZONAL LAND USE AND TRIP GENERATION								
50	4. Condominium/Townhouse	1000.00 DU	100	480	580	470	260	730	8000
	Commercial Center(10-30a)	400.00 TSF	292	188	480	952	1032	1984	21624
116			392	668	1060	1422	1292	2714	29624
SUB-TOTAL									
	5. Apartment	1022.00 DU	82	439	521	419	215	634	7052
			82	439	521	419	215	634	7052
SUB-TOTAL									
11	4. Condominium/Townhouse	888.00 DU	89	426	515	417	231	648	7104
			89	426	515	417	231	648	7104
SUB-TOTAL									
11	3. Single Family (6-10du/ac)	450.00 DU	86	252	338	288	167	455	4455
			86	252	338	288	167	455	4455
SUB-TOTAL									
127	3. Single Family (6-10du/ac)	177.00 DU	34	99	133	113	65	178	1752
SUB-TOTAL			34	99	133	113	65	178	1752
128	3. Single Family (6-10du/ac)	424.00 DU	81	237	318	271	157	428	4198
SUB-TOTAL			81	237	318	271	157	428	4198
	-- AM Peak Hour --								
129	SUB-TOTAL								
153	SUB-TOTAL								
	SUB-TOTAL								

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Single Family (1-5du/ac)	90.00 DU	17	50	67	58	33	91	891
Single Family (6-10du/ac)	1810.00 DU	346	1013	1359	1158	670	1828	17919
Condominium/Townhouse	2888.00 DU	289	1386	1675	1357	751	2108	23104
Apartment	1022.00 DU	82	439	521	419	215	634	7052
----- Commercial Center(10-30a) -----	800.00 TSF	584	376	960	1904	2064	3968	43248
Utilities	100.00 TSF	0	0	0	0	0	0	238
Golf Course	180.00 AC	27	11	38	18	36	54	1433
2.		1345	3275	4620	4914	3769	8683	93885
3.								
4.								
5.								
11.								
34.								

5 POTRERO VILLAGE (2025) LAND USE AND TRIP GENERATION SUMMARY

TOTAL

-- AM Peak Hour --

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
5.	Apartment	408.00 DU	33	175	208	167	86	253	2815
	Commercial Center (>30ac)	300.00 TSF	141	90	231	492	534	1026	12018
	Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7298
	Industrial Park	263.88 TSF	145	26	171	34	137	171	1583
zone	Commercial Office	400.00 TSF	620	76	696	84	516	600	4624
			1038	430	1468	1098	1621	2719	28338
90	4. Condominium/Townhouse	1000.00 DU	100	480	580	470	260	730	8000
	Commercial Center (>30ac)	550.00 TSF	259	165	424	902	979	1881	22033
	Hotel	300.00 ROOM	102	66	168	96	87	183	2469
	Commercial Office	300.00 TSF	465	57	522	63	387	450	3468
10.			926	768	1694	1531	1713	3244	35970
11.									
30.	10. Commercial Center (>30ac)	388.30 TSF	183	116	299	637	691	1328	15555
40.			183	116	299	637	691	1328	15555
	3. Single Family (6-10du/ac)	572.00 DU	109	320	429	366	212	578	5663
ENTRADA (2025) ZONAL LAND USE AND TRIP GENERATION	Condominium/Townhouse	1250.00 DU	125	600	725	588	325	913	10000
10.	Commercial Center (<10ac)	28.48 TSF	31	20	51	95	103	198	2422
101			265	940	1205	1049	640	1689	18085
40.									
140									
SUB-TOTAL									

		Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
SUB-TOTAL									
4	12. Single Family (6-10du/ac)	572.00 DU	109	320	429	366	212	578	5663
	Condominium/Townhouse	2250.00 DU	225	1080	1305	1058	585	1643	18000
	Apartment	408.00 DU	33	175	208	167	86	253	2815
SUB-TOTAL	Commercial Center (>30ac)	1238.30 TSF	583	371	954	2031	2204	4235	49606
	Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7298
-- AM Peak Hour	Commercial Center (<10ac)	28.48 TSF	31	20	51	95	103	198	2422
Land Use Type	Hotel	300.00 ROOM	102	66	168	96	87	183	2469
3.	Industrial Park	263.88 TSF	145	26	171	34	137	171	1583
4.	Commercial Office	700.00 TSF	1085	133	1218	147	903	1050	8092
5.									
10.			2412	2254	4666	4315	4665	8980	97948
11.									
12.									
14.									
30.									
40.									

ENTRADA (2025) LAND USE AND TRIP GENERATION SUMMARY

Zone	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
123	3. Single Family (6-10du/ac)	440.00 DU	84	246	330	282	163	445	4356
			84	246	330	282	163	445	4356
124	7. Senior (Active)	1000.00 DU	80	120	200	160	100	260	3710
			80	120	200	160	100	260	3710
126	4. Condominium/Townhouse	585.00 DU	59	281	340	275	152	427	4680
	Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8109
	Commercial Office	225.00 TSF	349	43	392	47	290	337	2601
SUB-TOTAL			518	395	913	679	829	1508	15390
126	4. Condominium/Townhouse	1400.00 DU	140	672	812	658	364	1022	11200
	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
SUB-TOTAL			374	852	1226	730	445	1175	12505
LEGACY VILLAGE (2025) ZONE 1 LAND USE AND TRIP GENERATION SUMMARY			14	42	56	48	28	76	743
SUB-TOTAL			14	42	56	48	28	76	743

Zone	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
126	4. Condominium/Townhouse	585.00 DU	59	281	340	275	152	427	4680
	Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8109
124	7. Senior (Active)	1000.00 DU	80	120	200	160	100	260	3710
			80	120	200	160	100	260	3710
SUB-TOTAL			518	395	913	679	829	1508	15390
126	4. Condominium/Townhouse	1400.00 DU	140	672	812	658	364	1022	11200
	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
SUB-TOTAL			374	852	1226	730	445	1175	12505
LEGACY VILLAGE (2025) ZONE 1 LAND USE AND TRIP GENERATION SUMMARY			14	42	56	48	28	76	743
SUB-TOTAL			14	42	56	48	28	76	743

Zone	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
126	4. Condominium/Townhouse	585.00 DU	59	281	340	275	152	427	4680
	Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8109
124	7. Senior (Active)	1000.00 DU	80	120	200	160	100	260	3710
			80	120	200	160	100	260	3710
SUB-TOTAL			518	395	913	679	829	1508	15390
126	4. Condominium/Townhouse	1400.00 DU	140	672	812	658	364	1022	11200
	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
SUB-TOTAL			374	852	1226	730	445	1175	12505
LEGACY VILLAGE (2025) ZONE 1 LAND USE AND TRIP GENERATION SUMMARY			14	42	56	48	28	76	743
SUB-TOTAL			14	42	56	48	28	76	743

LEGACY VILLAGE (2025) ZONE 1 LAND USE AND TRIP GENERATION SUMMARY

TOTAL

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	30. Industrial Park	730.00 TSF	402	73	475	95	380	475	4380
			402	73	475	95	380	475	4380
	30. Industrial Park	275.00 TSF	151	28	179	36	143	179	1650
Zone			151	28	179	36	143	179	1650
41	30. Industrial Park	273.90 TSF	151	27	178	36	142	178	1643
			151	27	178	36	142	178	1643
42	30. Industrial Park	1960.20 TSF	1078	196	1274	255	1019	1274	11761
			1078	196	1274	255	1019	1274	11761
43	13. Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854
43	Industrial Park	445.80 TSF	245	45	290	58	232	290	2675
SUB-TOTAL			300	82	382	197	371	568	5529
COMMERCE CENTER (2025) ZONAL LAND USE AND TRIP GENERATION									
45	30. Industrial Park	4254.10 TSF	2340	425	2765	553	2212	2765	25525
SUB-TOTAL			2340	425	2765	553	2212	2765	25525
46	30. Industrial Park	720.00 TSF	396	72	468	94	374	468	4320
SUB-TOTAL			396	72	468	94	374	468	4320
47	30. Industrial Park	764.30 TSF	420	76	496	99	397	496	4586
SUB-TOTAL			420	76	496	99	397	496	4586
48	30. Industrial Park	1051.50 TSF	578	105	683	137	547	684	6309
SUB-TOTAL			578	105	683	137	547	684	6309
49	35. Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
SUB-TOTAL			153	115	268	115	115	230	3820
50	30. Industrial Park	411.60 TSF	226	41	267	54	214	268	2470
SUB-TOTAL			226	41	267	54	214	268	2470
-- AM Peak Hour --									
59	30. Industrial Park	744.90 TSF	410	74	484	97	387	484	4469
SUB-TOTAL			410	74	484	97	387	484	4469
60	30. Industrial Park	627.30 TSF	345	63	408	82	326	408	3764
SUB-TOTAL			345	63	408	82	326	408	3764
61									
SUB-TOTAL									

	Units	In	Out	Total	-- PM Peak Hour --			ADT					
					In	Out	Total						
Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854					
Industrial Park	12258.60 TSF	6742	1225	7967	1596	6373	7969	73552					
Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820					
-----					6950	1377	8327	-----	1850	6627	8477	-----	80226

Land Use Type  
30.  
35.

COMMERCIAL CENTER (2025) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Single Family (1-5du/ac)	1120.00 DU	213	627	840	718	415	1133	11089
Single Family (6-10du/ac)	3394.00 DU	647	1899	2546	2172	1257	3429	33600
Condominium/Townhouse	17606.00 DU	1763	8451	10214	8275	4578	12853	140848
Apartment	1881.00 DU	151	808	959	771	396	1167	12980
----- Senior (Active) -----	1000.00 DU	80	120	200	160	100	260	3710
Commercial Center (>30ac)	1238.30 TSF	583	371	954	2031	2204	4235	49606
Commercial Center(10-30a)	1604.30 TSF	1172	754	1926	3818	4139	7957	86728
Commercial Center (<10ac)	189.18 TSF	206	131	337	629	682	1311	16090
Commercial Shops	102.50 TSF	74	50	124	185	185	370	3799
Hotel	300.00 ROOM	102	66	168	96	87	183	2469
Elementary/Middle School	5350.00 STU	1391	1070	2461	428	482	910	7758
High School	2000.00 STU	640	280	920	120	180	300	3580
Industrial Park	12522.48 TSF	6887	1251	8138	1630	6510	8140	75135
Business Park	1131.10 TSF	1358	260	1618	339	1120	1459	11537
14. TOTAL (2025) LAND USE AND TRIP GENERATION SUMMARY	100.00 TSF	0	0	0	0	0	0	238
Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
Commercial Office	2020.40 TSF	3133	384	3517	424	2606	3030	23356
Golf Course	180.00 AC	27	11	38	18	36	54	1433
Developed Park	89.10 AC	0	0	0	2	3	5	232
		18580	16648	35228	21931	25095	47026	488008

TOTAL

-- AM Peak Hour --

**APPENDIX A (Cont.)**  
**LAND USE AND TRIP GENERATION BY PLANNING AREA**

**h. Year 2030 (Buildout)**

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
3. Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
Condominium/Townhouse	305.00 DU	31	146	177	143	79	222	2440
Apartment	155.00 DU	12	67	79	64	33	97	1070
Commercial Center (<10ac)	10.50 TSF	11	7	18	35	38	73	893
Commercial Office	9.50 TSF	15	2	17	2	12	14	110
<b>Zone</b>		<b>76</b>	<b>243</b>	<b>319</b>	<b>268</b>	<b>176</b>	<b>444</b>	<b>4889</b>
102								
3. Single Family (6-10du/ac)	95.00 DU	18	53	71	61	35	96	940
Condominium/Townhouse	169.00 DU	17	81	98	79	44	123	1352
Commercial Center (<10ac)	38.50 TSF	42	27	69	128	139	267	3275
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
Developed Park	16.10 AC	0	0	0	0	1	1	42
4.		279	316	595	345	304	649	7049
5.								
103								
40								
LANDMARK VILLAGE (2030) ZONAL LAND USE AND TRIP GENERATION								
3. Single Family (6-10du/ac)	175.00 DU	33	98	131	112	65	177	1732
Condominium/Townhouse	211.00 DU	21	101	122	99	55	154	1688
Apartment	152.00 DU	12	65	77	62	32	94	1049
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Office	370.00 TSF	574	70	644	78	477	555	4277
		824	452	1276	951	1279	2230	22369
13.								
204								
51.								
5. Apartment	144.00 DU	12	62	74	59	30	89	994
Commercial Center (<10ac)	27.10 TSF	30	19	49	90	98	188	2305
Commercial Office	315.90 TSF	490	60	550	66	408	474	3652
<b>SUB-TOTAL</b>		<b>532</b>	<b>141</b>	<b>673</b>	<b>215</b>	<b>536</b>	<b>751</b>	<b>6951</b>
4.								
5.								
105								
40.								

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
12.AM Peak Hour -Single Family (6-10du/ac)	308.00 DU	58	172	230	197	114	311	3048
40. Condominium/Townhouse	685.00 DU	69	328	397	321	178	499	5480
Apartment	451.00 DU	36	194	230	185	95	280	3113
Commercial Center(10-30a)	252.00 TSF	184	118	302	600	650	1250	13623
Commercial Center (<10ac)	76.10 TSF	83	53	136	253	275	528	6473
Commercial Shops	9.50 TSF	7	5	12	17	17	34	352
Elementary/Middle School	750.00 STU	195	150	345	60	68	128	1088
3. Commercial Office	695.40 TSF	1079	132	1211	146	897	1043	8039
4. Developed Park	16.10 AC	0	0	0	0	1	1	42
5.								
11.								
12.		1711	1152	2863	1779	2295	4074	41258

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	2. Single Family (1-5du/ac)	123.00 DU	23	69	92	79	46	125	1218
	Condominium/Townhouse	881.00 DU	88	423	511	414	229	643	7048
			111	492	603	493	275	768	8266
Zone	12. Commercial Center (<10ac)	6.20 TSF	7	4	11	21	22	43	527
	Business Park	691.50 TSF	830	159	989	207	685	892	7053
96			837	163	1000	228	707	935	7580
	4. Condominium/Townhouse	470.00 DU	47	226	273	221	122	343	3760
	Developed Park	20.20 AC	0	0	0	1	1	2	53
98			47	226	273	222	123	345	3813
4.	12. Commercial Center (<10ac)	23.00 TSF	25	16	41	76	83	159	1956
	Commercial Office	220.00 TSF	341	42	383	46	284	330	2543
SUB-TOTAL			366	58	424	122	367	489	4499
99	MISSION VILLAGE (2030) ZONAL LAND USE AND TRIP GENERATION								
	4. Condominium/Townhouse	2425.00 DU	243	1164	1407	1140	631	1771	19400
	Commercial Center(10-30a)	267.30 TSF	195	126	321	636	690	1326	14450
SUB-TOTAL	Commercial Shops	16.00 TSF	12	8	20	29	29	58	593
51.	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
	Commercial Office	75.00 TSF	116	14	130	16	97	113	867
SUB-TOTAL	Developed Park	8.40 AC	0	0	0	0	0	0	22
40.			800	1492	2292	1893	1528	3421	36637
	2. Single Family (1-5du/ac)	168.00 DU	32	94	126	108	62	170	1663
	Condominium/Townhouse	418.00 DU	42	201	243	196	109	305	3344
SUB-TOTAL			74	295	369	304	171	475	5007
11.									
13.	4. Condominium/Townhouse	176.00 DU	18	84	102	83	46	129	1408
20.			18	84	102	83	46	129	1408
40									
51.	4. Condominium/Townhouse	670.00 DU	67	322	389	315	174	489	5360
			67	322	389	315	174	489	5360
	-- AM Peak Hour --								
SUB-TOTAL									
4.									
142									
SUB-TOTAL									
SUB-TOTAL									

	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Single Family (1-5du/ac)	291.00 DU	55	163	218	187	108	295	2881
Condominium/Townhouse	5040.00 DU	505	2420	2925	2369	1311	3680	40320
Commercial Center(10-30a)	267.30 TSF	195	126	321	636	690	1326	14450
Commercial Center (<10ac)	29.20 TSF	32	20	52	97	105	202	2483
----- Commercial Shops -----	16.00 TSF	12	8	20	29	29	58	593
Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
Business Park	691.50 TSF	830	159	989	207	685	892	7053
Commercial Office	295.00 TSF	457	56	513	62	381	443	3410
Developed Park	28.60 AC	0	0	0	1	1	2	75
		2320	3132	5452	3660	3391	7051	72570
Land Use Type								
2.								
4.								
11.								
12.								
13.								
20.								
31.								
MISSION VILLAGE (2030) LAND USE AND TRIP GENERATION SUMMARY								
40.								
51.								

TOTAL

-- AM Peak Hour --

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT	
					In	Out	Total		
2. Single Family (1-5du/ac)	461.00 DU	88	258	346	295	171	466	4564	
Condominium/Townhouse	326.00 DU	33	156	189	153	85	238	2608	
Elementary/Middle School	1200.00 STU	312	240	552	96	108	204	1740	
High School	2400.00 STU	768	336	1104	144	216	360	4296	
<del>Zone</del> Developed Park	<del>20.50 AC</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>1</del>	<del>1</del>	<del>2</del>	<del>53</del>	
		1201	990	2191	689	581	1270	13261	
107	4. Condominium/Townhouse	2189.00 DU	219	1051	1270	1029	569	1598	17512
	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
	Developed Park	8.70 AC	0	0	0	0	0	0	23
			453	1231	1684	1101	650	1751	18840
40.	3. Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
218			7	21	28	24	14	38	376
51.	HOMESTEAD S/O RIVER (2030) ZONAL LAND USE AND TRIP GENERATION								
	2. Single Family (1-5du/ac)	184.00 DU	35	103	138	118	68	186	1822
	Condominium/Townhouse	548.00 DU	55	263	318	258	142	400	4384
SUB-TOTAL	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
409	Developed Park	9.40 AC	0	0	0	0	0	0	24
51.			324	546	870	448	291	739	7535
110	4. Condominium/Townhouse	161.00 DU	16	77	93	76	42	118	1288
SUB-TOTAL			16	77	93	76	42	118	1288
SUB-TOTAL									
40									
408									
51.									
		Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
SUB-TOTAL	Single Family (1-5du/ac)	645.00 DU	123	361	484	413	239	652	6386
	Single Family (6-10du/ac)	38.00 DU	7	21	28	24	14	38	376
-- AM Peak Hour	Condominium/Townhouse	3224.00 DU	323	1547	1870	1516	838	2354	25792
SUB-TOTAL	Elementary/Middle School	3000.00 STU	780	600	1380	240	270	510	4350
	High School	2400.00 STU	768	336	1104	144	216	360	4296
	Developed Park	38.60 AC	0	0	0	1	1	2	100
Land Use Type			2001	2865	4866	2338	1578	3916	41300
2.									
3.									
40.									
21.									
51.	HOMESTEAD S/O RIVER (2030) LAND USE AND TRIP GENERATION SUMMARY								

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT	
					In	Out	Total		
3. Single Family (6-10du/ac)	62.00 DU	12	35	47	40	23	63	614	
Condominium/Townhouse	589.00 DU	59	283	342	277	153	430	4712	
		71	318	389	317	176	493	5326	
zone-----3. Single Family (6-10du/ac)	164.00 DU	31	92	123	105	61	166	1624	
Condominium/Townhouse	922.00 DU	92	443	535	433	240	673	7376	
Developed Park	5.80 AC	0	0	0	0	0	0	15	
54		123	535	658	538	301	839	9015	
2. Single Family (1-5du/ac)	19.00 DU	4	11	15	12	7	19	188	
Condominium/Townhouse	23.00 DU	2	11	13	11	6	17	184	
55		6	22	28	23	13	36	372	
4.									
12. Commercial Center (<10ac)	55.40 TSF	60	38	98	184	199	383	4712	
HOMESTEAD N/O RIVER (2030) ZONAL LAND USE AND TRIP GENERATION	Business Park	1169.60 TSF	1404	269	1673	351	1158	1509	11930
SUB-TOTAL	Commercial Office	105.00 TSF	163	20	183	22	135	157	1214
46.		1627	327	1954	557	1492	2049	17856	

SUB-TOTAL  
57  
4.

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT	
					In	Out	Total		
40. Single Family (1-5du/ac)	19.00 DU	4	11	15	12	7	19	188	
Single Family (6-10du/ac)	226.00 DU	43	127	170	145	84	229	2238	
Condominium/Townhouse	1534.00 DU	153	737	890	721	399	1120	12272	
SUB-TOTAL	Commercial Center (<10ac)	55.40 TSF	60	38	98	184	199	383	4712
-----	Business Park	1169.60 TSF	1404	269	1673	351	1158	1509	11930
Land Use Type	Commercial Office	105.00 TSF	163	20	183	22	135	157	1214
2.	Developed Park	5.80 AC	0	0	0	0	0	15	
3- AM Peak Hour --		1827	1202	3029	1435	1982	3417	32569	

42.  
31.  
HOMESTEAD N/O RIVER (2030) LAND USE AND TRIP GENERATION SUMMARY  
51.

TOTAL

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	5. Apartment	520.00 DU	42	224	266	213	109	322	3588
			42	224	266	213	109	322	3588
	34. Utilities	100.00 TSF	0	0	0	0	0	0	238
Zone			0	0	0	0	0	0	238
106	2. Single Family (1-5du/ac)	90.00 DU	17	50	67	58	33	91	891
	Single Family (6-10du/ac)	156.00 DU	30	87	117	100	58	158	1544
	Golf Course	180.00 AC	27	11	38	18	36	54	1433
111			74	148	222	176	127	303	3868
	4. Condominium/Townhouse	354.00 DU	35	170	205	166	92	258	2832
112			35	170	205	166	92	258	2832
SUB-TOTAL									
POTRERO VILLAGE (2030)	4. Condominium/Townhouse	560.00 DU	56	269	325	263	146	409	4480
	ZONAL LAND USE AND TRIP GENERATION		56	269	325	263	146	409	4480
SUB-TOTAL									
113	3. Single Family (6-10du/ac)	603.00 DU	115	338	453	386	223	609	5970
50.			115	338	453	386	223	609	5970
	4. Condominium/Townhouse	1262.00 DU	126	606	732	593	328	921	10096
114	Commercial Center(10-30a)	628.50 TSF	459	295	754	1496	1622	3118	33977
SUB-TOTAL			585	901	1486	2089	1950	4039	44073
115									
SUB-TOTAL	4. Condominium/Townhouse	1261.00 DU	126	605	731	593	328	921	10088
	Commercial Center(10-30a)	628.50 TSF	459	295	754	1496	1622	3118	33977
116			585	900	1485	2089	1950	4039	44065
SUB-TOTAL									
	5. Apartment	1679.00 DU	134	722	856	688	353	1041	11585
			134	722	856	688	353	1041	11585
SUB-TOTAL									
117	4. Condominium/Townhouse	888.00 DU	89	426	515	417	231	648	7104
11.			89	426	515	417	231	648	7104
-- AM Peak Hour --									
SUB-TOTAL	3. Single Family (6-10du/ac)	450.00 DU	86	252	338	288	167	455	4455
11.			86	252	338	288	167	455	4455
	3. Single Family (6-10du/ac)	177.00 DU	34	99	133	113	65	178	1752
127			34	99	133	113	65	178	1752
SUB-TOTAL									
	3. Single Family (6-10du/ac)	424.00 DU	81	237	318	271	157	428	4198
128			81	237	318	271	157	428	4198
SUB-TOTAL									

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
					In	Out	Total	
Single Family (1-5du/ac)	90.00 DU	17	50	67	58	33	91	891
Single Family (6-10du/ac)	1810.00 DU	346	1013	1359	1158	670	1828	17919
Condominium/Townhouse	4325.00 DU	432	2076	2508	2032	1125	3157	34600
Apartment	2199.00 DU	176	946	1122	901	462	1363	15173
----- Commercial Center(10-30a) -----	1257.00 TSF	918	590	1508	2992	3244	6236	67954
Utilities	100.00 TSF	0	0	0	0	0	0	238
Golf Course	180.00 AC	27	11	38	18	36	54	1433
2.		1916	4686	6602	7159	5570	12729	138208
3.								
4.								
5.								
11.								
34.								

5 POTRERO VILLAGE (2030) LAND USE AND TRIP GENERATION SUMMARY

TOTAL

-- AM Peak Hour --

Zone	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
5.	Apartment	408.00 DU	33	175	208	167	86	253	2815
	Commercial Center (>30ac)	400.00 TSF	188	120	308	656	712	1368	16024
	Commercial Center(10-30a)	135.00 TSF	99	63	162	321	348	669	7298
	Industrial Park	543.88 TSF	299	54	353	71	283	354	3263
	Commercial Office	773.02 TSF	1198	147	1345	162	997	1159	8936
-----			1817	559	2376	1377	2426	3803	38336
90	4. Condominium/Townhouse	1000.00 DU	100	480	580	470	260	730	8000
	Commercial Center (>30ac)	800.00 TSF	376	240	616	1312	1424	2736	32048
	Hotel	300.00 ROOM	102	66	168	96	87	183	2469
	Commercial Office	400.00 TSF	620	76	696	84	516	600	4624
10.			1198	862	2060	1962	2287	4249	47141
11.									
30.	11. Commercial Center(10-30a)	115.21 TSF	84	54	138	274	297	571	6228
40.			84	54	138	274	297	571	6228
	10. Commercial Center (>30ac)	388.30 TSF	183	116	299	637	691	1328	15555
ENTRADA (2030)	ZONAL LAND USE AND TRIP GENERATION		183	116	299	637	691	1328	15555
SUB-TOTAL									
10.									
14.	3. Single Family (6-10du/ac)	572.00 DU	109	320	429	366	212	578	5663
40.	Condominium/Townhouse	1250.00 DU	125	600	725	588	325	913	10000
	Commercial Center (<10ac)	28.48 TSF	31	20	51	95	103	198	2422
			265	940	1205	1049	640	1689	18085
101	SUB-TOTAL								
140	SUB-TOTAL								
SUB-TOTAL		Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
4	12. Single Family (6-10du/ac)	572.00 DU	109	320	429	366	212	578	5663
	Condominium/Townhouse	2250.00 DU	225	1080	1305	1058	585	1643	18000
-- AM Peak Hour	Apartment	408.00 DU	33	175	208	167	86	253	2815
SUB-TOTAL	Commercial Center (>30ac)	1588.30 TSF	747	476	1223	2605	2827	5432	63627
	Commercial Center(10-30a)	250.21 TSF	183	117	300	595	645	1240	13526
	Commercial Center (<10ac)	28.48 TSF	31	20	51	95	103	198	2422
	Hotel	300.00 ROOM	102	66	168	96	87	183	2469
Land Use Type	Industrial Park	543.88 TSF	299	54	353	71	283	354	3263
3.	Commercial Office	1173.02 TSF	1818	223	2041	246	1513	1759	13560
4.									
5									
10.			3547	2531	6078	5299	6341	11640	125345
11.									
12.									

Zone	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
123	3. Single Family (6-10du/ac)	440.00 DU	84	246	330	282	163	445	4356
			84	246	330	282	163	445	4356
124	7. Senior (Active)	1000.00 DU	80	120	200	160	100	260	3710
			80	120	200	160	100	260	3710
126	4. Condominium/Townhouse	585.00 DU	59	281	340	275	152	427	4680
	Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8109
	Commercial Office	225.00 TSF	349	43	392	47	290	337	2601
SUB-TOTAL			518	395	913	679	829	1508	15390
126	4. Condominium/Townhouse	1400.00 DU	140	672	812	658	364	1022	11200
	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
SUB-TOTAL			374	852	1226	730	445	1175	12505
LEGACY VILLAGE (2030) ZONE LAND USE AND TRIP GENERATION	Single Family (1-5du/ac)	75.00 DU	14	42	56	48	28	76	743
SUB-TOTAL			14	42	56	48	28	76	743

131  
40.  
SUB-TOTAL  
20.

Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT	
					In	Out	Total		
SUB-TOTAL	Single Family (1-5du/ac)	75.00 DU	14	42	56	48	28	76	743
SUB-TOTAL	Single Family (6-10du/ac)	440.00 DU	84	246	330	282	163	445	4356
	Condominium/Townhouse	1985.00 DU	199	953	1152	933	516	1449	15880
	Senior (Active)	1000.00 DU	80	120	200	160	100	260	3710
	Commercial Center(10-30a)	150.00 TSF	110	71	181	357	387	744	8109
	Elementary/Middle School	900.00 STU	234	180	414	72	81	153	1305
	Commercial Office	225.00 TSF	349	43	392	47	290	337	2601
3- AM Peak Hour --			1070	1655	2725	1899	1565	3464	36704

4.  
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11.  
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40.

LEGACY VILLAGE (2030) LAND USE AND TRIP GENERATION SUMMARY

TOTAL

	Land Use Type	Units	In	Out	Total	-- PM Peak Hour --			ADT
						In	Out	Total	
	30. Industrial Park	730.00 TSF	402	73	475	95	380	475	4380
			402	73	475	95	380	475	4380
	30. Industrial Park	275.00 TSF	151	28	179	36	143	179	1650
Zone			151	28	179	36	143	179	1650
41	30. Industrial Park	273.90 TSF	151	27	178	36	142	178	1643
			151	27	178	36	142	178	1643
42	30. Industrial Park	1960.20 TSF	1078	196	1274	255	1019	1274	11761
			1078	196	1274	255	1019	1274	11761
43	13. Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854
43	Industrial Park	445.80 TSF	245	45	290	58	232	290	2675
SUB-TOTAL			300	82	382	197	371	568	5529
COMMERCE CENTER (2030) ZONAL LAND USE AND TRIP GENERATION									
45	30. Industrial Park	4254.10 TSF	2340	425	2765	553	2212	2765	25525
SUB-TOTAL			2340	425	2765	553	2212	2765	25525
46	30. Industrial Park	720.00 TSF	396	72	468	94	374	468	4320
SUB-TOTAL			396	72	468	94	374	468	4320
47	30. Industrial Park	764.30 TSF	420	76	496	99	397	496	4586
SUB-TOTAL			420	76	496	99	397	496	4586
48	30. Industrial Park	1051.50 TSF	578	105	683	137	547	684	6309
SUB-TOTAL			578	105	683	137	547	684	6309
49	35. Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820
SUB-TOTAL			153	115	268	115	115	230	3820
50	30. Industrial Park	411.60 TSF	226	41	267	54	214	268	2470
SUB-TOTAL			226	41	267	54	214	268	2470
-- AM Peak Hour --									
59	30. Industrial Park	744.90 TSF	410	74	484	97	387	484	4469
SUB-TOTAL			410	74	484	97	387	484	4469
60	30. Industrial Park	627.30 TSF	345	63	408	82	326	408	3764
SUB-TOTAL			345	63	408	82	326	408	3764
61									
SUB-TOTAL									

	Units	In	Out	Total	-- PM Peak Hour --			ADT					
					In	Out	Total						
Commercial Shops	77.00 TSF	55	37	92	139	139	278	2854					
Industrial Park	12258.60 TSF	6742	1225	7967	1596	6373	7969	73552					
Regional Post Office	764.00 TSF	153	115	268	115	115	230	3820					
-----					6950	1377	8327	-----	1850	6627	8477	-----	80226

Land Use Type  
30.  
35.

COMMERCIAL CENTER (2030) LAND USE AND TRIP GENERATION SUMMARY

-- AM Peak Hour --

	Units	In	Out	Total	-- PM Peak Hour --			ADT	
					In	Out	Total		
	Single Family (1-5du/ac)	1120.00 DU	213	627	840	718	415	1133	11089
	Single Family (6-10du/ac)	3394.00 DU	647	1899	2546	2172	1257	3429	33600
	Condominium/Townhouse	19043.00 DU	1906	9141	11047	8950	4952	13902	152344
	Apartment	3058.00 DU	245	1315	1560	1253	643	1896	21101
	Senior (Active)	1000.00 DU	80	120	200	160	100	260	3710
	Commercial Center (>30ac)	1588.30 TSF	747	476	1223	2605	2827	5432	63627
Land Use Type	Commercial Center(10-30a)	2176.51 TSF	1590	1022	2612	5180	5616	10796	117662
2.	Commercial Center (<10ac)	189.18 TSF	206	131	337	629	682	1311	16090
3.	Commercial Shops	102.50 TSF	74	50	124	185	185	370	3799
4.	Hotel	300.00 ROOM	102	66	168	96	87	183	2469
5.									
7.	Elementary/Middle School	5550.00 STU	1443	1110	2553	444	500	944	8048
10.	High School	2400.00 STU	768	336	1104	144	216	360	4296
11.	Industrial Park	12802.48 TSF	7041	1279	8320	1667	6656	8323	76815
12.	Business Park	1861.10 TSF	2234	428	2662	558	1843	2401	18983
13.	Stable	100.00 TSF	0	0	0	0	0	0	238
14.	TOTAL (2030) LAND USE AND TRIP GENERATION SUMMARY	764.00 TSF	153	115	268	115	115	230	3820
	Regional Post Office	2493.42 TSF	3866	474	4340	523	3216	3739	28824
20.	Commercial Office	180.00 AC	27	11	38	18	36	54	1433
21.	Golf Course	89.10 AC	0	0	0	2	3	5	232
30.	Developed Park								
31.									
34.			21342	18600	39942	25419	29349	54768	568180
35.									
40.									
50.									
51.									

TOTAL

-- AM Peak Hour --



## APPENDIX B

### INTERSECTION CAPACITY UTILIZATION WORKSHEETS

Peak hour intersection volume/capacity ratios are calculated by means of intersection capacity utilization (ICU) values. ICU calculations were performed for the intersections shown in Figure B-1.

The procedure is based on the critical movement methodology, and shows the amount of capacity utilized by each critical move. A "de-facto" right-turn lane is used in the ICU calculation for cases where a curb lane is wide enough to separately serve both through and right-turn traffic (typically with a width of 19 feet from curb to outside of through-lane with parking prohibited during peak periods). Such lanes are treated the same as striped right-turn lanes during the ICU calculations, but they are denoted on the ICU calculation worksheets using the letter "d" in place of a numerical entry for right-turn lanes.

The methodology also incorporates a check for right-turn capacity utilization. Both right-turn-on-green (RTOG) and right-turn-on-red (RTOR) capacity availability are calculated and checked against the total right-turn capacity need. If insufficient capacity is available, then an adjustment is made to the total capacity utilization value. The following example shows how this adjustment is made.

#### **Example of Right-turn Capacity Utilization For Northbound Right**

##### 1. Right-Turn-On-Green (RTOG)

If NBT is critical move, then:

$$\text{RTOG} = V/C (\text{NBT})$$

Otherwise,

$$\text{RTOG} = V/C (\text{NBL}) + V/C (\text{SBT}) - V/C (\text{SBL})$$

##### 2. Right-Turn-On-Red (RTOR)

If WBL is critical move, then:

$$\text{RTOR} = V/C (\text{WBL})$$

Otherwise,

$$\text{RTOR} = V/C (\text{EBL}) + V/C (\text{WBT}) - V/C (\text{EBT})$$

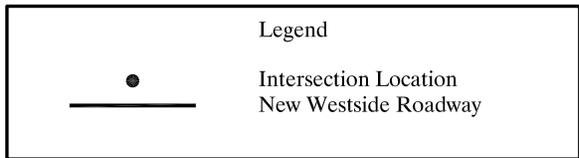
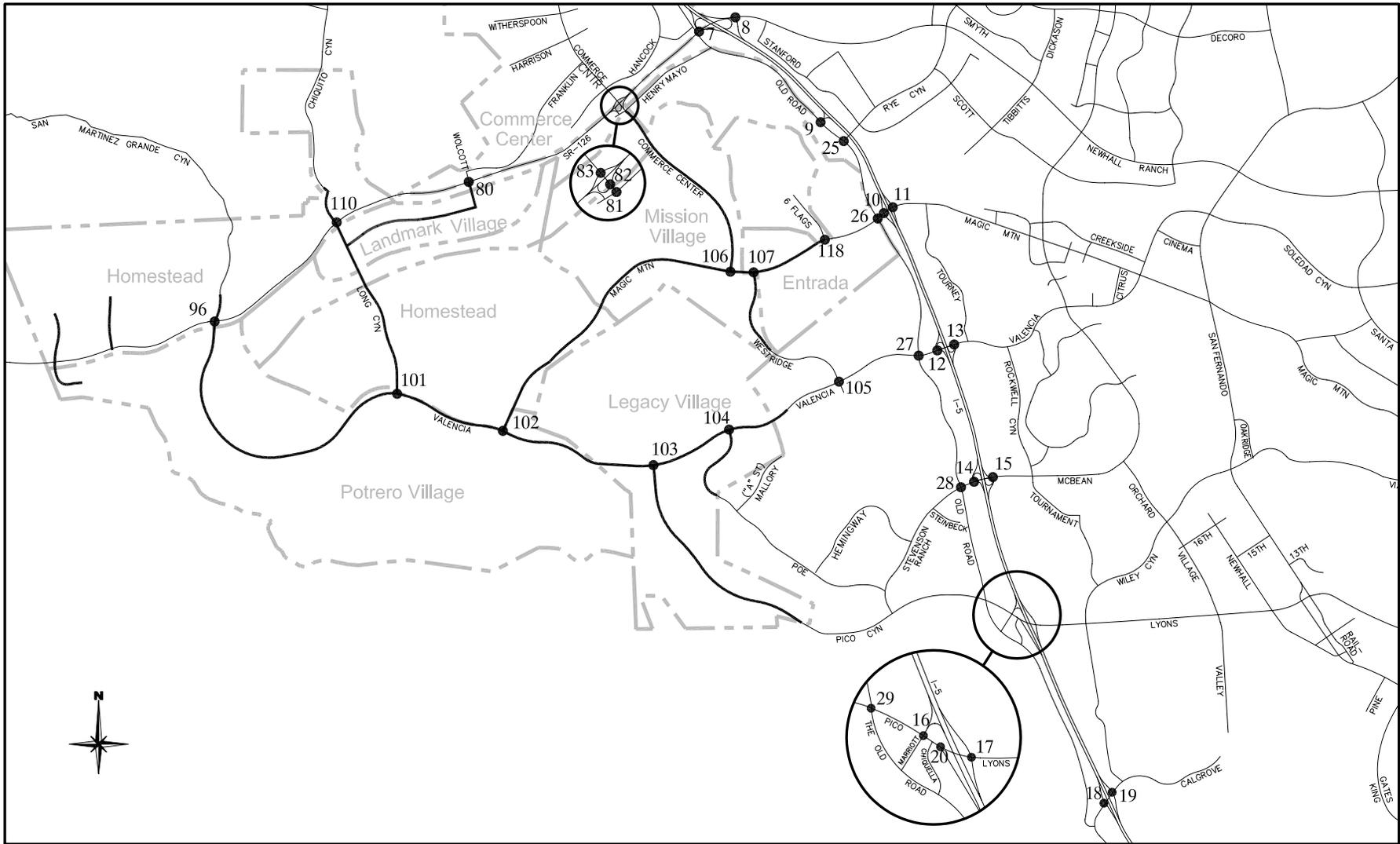


Figure B-1  
INTERSECTION STUDY LOCATIONS

### 3. Right-Turn Overlap Adjustment

If the northbound right is assumed to overlap with the adjacent westbound left, adjustments to the RTOG and RTOR values are made as follows:

$$\text{RTOG} = \text{RTOG} + \text{V/C (WBL)}$$

$$\text{RTOR} = \text{RTOR} - \text{V/C (WBL)}$$

### 4. Total Right-Turn Capacity (RTC) Availability For NBR

$$\text{RTC} = \text{RTOG} + \text{factor} \times \text{RTOR}$$

Where factor = RTOR saturation flow factor (typically 75%)

### 5. Right-turn Adjustment for ICU Calculation

Right-turn adjustment is then as follows: Additional ICU = V/C (NBR) - RTC

A zero or negative value indicates that adequate capacity is available and no adjustment is necessary. A positive value indicates that the available RTOR and RTOG capacity does not adequately accommodate the right-turn V/C, therefore the right-turn is essentially considered to be a critical movement. In such cases, the right-turn adjustment is noted on the ICU worksheet and it is included in the total capacity utilization value. When it is determined that a right-turn adjustment is required for more than one right-turn movement, the word "multi" is printed on the worksheet instead of an actual right-turn movement reference, and the right-turn adjustments are cumulatively added to the total capacity utilization value. In such cases, further operational evaluation is typically carried out to determine if under actual operational conditions, the critical right-turns would operate simultaneously, and therefore a right-turn adjustment credit should be applied.

## Shared Lane V/C Methodology

For intersection approaches where shared usage of a lane is permitted by more than one turn movement (e.g., left/through, through/right, left/through/right), the individual turn volumes are evaluated to determine whether dedication of the shared lane is warranted to any one given turn movement. The following example demonstrates how this evaluation is carried out:

### Example of Shared Lane Utilization for Shared Left/Through Lane

#### 1. Average Lane Volume (ALV)

$$ALV = \frac{\text{Left-Turn Volume} + \text{Through Volume}}{\text{Total Left} + \text{Through Approach Lanes (including shared lane)}}$$

#### 2. ALV for Each Approach

$$ALV (\text{Left}) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Lanes (including shared lane)}}$$

$$ALV (\text{Through}) = \frac{\text{Through Volume}}{\text{Through Approach Lanes (including shared lane)}}$$

#### 3. Lane Dedication is Warranted

If ALV (Left) is greater than ALV then full dedication of the shared lane to the left-turn approach is warranted. Left-turn and through V/C ratios for this case are calculated as follows:

$$V/C (\text{Left}) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (including shared lane)}}$$

$$V/C (\text{Through}) = \frac{\text{Through Volume}}{\text{Through Approach Capacity (excluding shared lane)}}$$

Similarly, if ALV (Through) is greater than ALV then full dedication to the through approach is warranted, and left-turn and through V/C ratios are calculated as follows:

$$V/C (\text{Left}) = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (excluding shared lane)}}$$

$$V/C (\text{Through}) = \frac{\text{Through Volume}}{\text{Through Approach Capacity (including shared lane)}}$$

#### 4. Lane Dedication is not Warranted

If ALV (Left) and ALV (Through) are both less than ALV, the left/through lane is assumed to be truly shared and each left, left/through or through approach lane carries an evenly distributed volume of traffic equal to ALV. A combined left/through V/C ratio is calculated as follows:

$$V/C \text{ (Left/Through)} = \frac{\text{Left-Turn Volume} + \text{Through Volume}}{\text{Total Left} + \text{Through Approach Capacity (including shared lane)}}$$

This V/C (Left/Through) ratio is assigned as the V/C (Through) ratio for the critical movement analysis and ICU summary listing.

If split phasing has not been designated for this approach, the relative proportion of V/C (Through) that is attributed to the left-turn volume is estimated as follows:

If approach has more than one left-turn (including shared lane), then:

$$V/C \text{ (Left)} = V/C \text{ (Through)}$$

If approach has only one left-turn lane (shared lane), then:

$$V/C \text{ (Left)} = \frac{\text{Left-Turn Volume}}{\text{Single Approach Lane Capacity}}$$

If this left-turn movement is determined to be a critical movement, the V/C (Left) value is posted in brackets on the ICU summary printout.

These same steps are carried out for shared through/right lanes. If full dedication of a shared through/right lane to the right-turn movement is warranted, the right-turn V/C value calculated in step three is checked against the RTOR and RTOG capacity availability if the option to include right-turns in the V/C ratio calculations is selected. If the V/C value that is determined using the shared lane methodology described here is reduced due to RTOR and RTOG capacity availability, the V/C value for the through/right lanes is posted in brackets.

When an approach contains more than one shared lane (e.g., left/through and through/right), steps one and two listed above are carried out for the three turn movements combined. Step four is carried out if dedication is not warranted for either of the shared lanes. If dedication of one of the shared lanes is warranted to one movement or another, step three is carried out for the two movements involved, and then steps one through four are repeated for the two movements involved in the other shared lane.

7. I-5 SB Ramps & SR-126

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	219	.06*	80	.02*
SBT	0	0	0		0	
SBR	2	3500	153	.04	185	.05
EBL	0	0	0		0	
EBT	4	7000	281	.04	532	.08
EBR	f		617		1260	
WBL	0	0	0		0	
WBT	3	5250	1343	.26*	848	.16*
WBR	f		10		196	
Right Turn Adjustment					SBR	.03*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.42</b>		<b>.31</b>

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	1020	.29*	780	.22*
SBT	0	0	0		0	
SBR	2	3500	400	.11	220	.06
EBL	0	0	0		0	
EBT	4	7000	640	.09	1780	.25
EBR	f		1130		1380	
WBL	0	0	0		0	
WBT	4	7000	2800	.40*	1870	.27*
WBR	f		20		80	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.79</b>		<b>.59</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	1010	.29*	930	.27*
SBT	0	0	0		0	
SBR	2	3500	440	.13	260	.07
EBL	0	0	0		0	
EBT	4	7000	700	.10	1950	.28*
EBR	f		1060		1320	
WBL	0	0	0		0	
WBT	4	7000	2650	.38*	1870	.27
WBR	f		20		140	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.77</b>		<b>.65</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	980	.28*	930	.27*
SBT	0	0	0		0	
SBR	2	3500	430	.12	280	.08
EBL	0	0	0		0	
EBT	4	7000	760	.11	2090	.30*
EBR	f		1090		1250	
WBL	0	0	0		0	
WBT	4	7000	2700	.39*	1910	.27
WBR	f		10		140	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.77</b>		<b>.67</b>

7. I-5 SB Ramps & SR-126

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	980	.28*	850	.24*
SBT	0	0	0		0	
SBR	2	3500	460	.13	340	.10
EBL	0	0	0		0	
EBT	4	7000	930	.13	2070	.30*
EBR	f		1100		1300	
WBL	0	0	0		0	
WBT	4	7000	2570	.37*	1860	.27
WBR	f		20		300	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.75</b>		<b>.64</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	950	.27*	860	.25*
SBT	0	0	0		0	
SBR	2	3500	510	.15	450	.13
EBL	0	0	0		0	
EBT	4	7000	1290	.18	2200	.31*
EBR	f		1240		1240	
WBL	0	0	0		0	
WBT	4	7000	2500	.36*	2110	.30
WBR	f		20		280	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.73</b>		<b>.66</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	890	.25*	830	.24*
SBT	0	0	0		0	
SBR	2	3500	590	.17	510	.15
EBL	0	0	0		0	
EBT	4	7000	1510	.22	2500	.36*
EBR	f		1420		1360	
WBL	0	0	0		0	
WBT	4	7000	2750	.39*	2480	.35
WBR	f		30		260	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.74</b>		<b>.70</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	840	.24*	880	.25*
SBT	0	0	0		0	
SBR	2	3500	660	.19	530	.15
EBL	0	0	0		0	
EBT	4	7000	1630	.23	2810	.40*
EBR	f		1550		1420	
WBL	0	0	0		0	
WBT	4	7000	3010	.43*	2700	.39
WBR	f		30		260	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.77</b>		<b>.75</b>

8. I-5 NB Ramps & SR-126

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	3	5250	1061	.20*	638	.12*
NBT	0	0	0		0	
NBR	1	1750	231	.13	50	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	7000	425	.06	514	.07*
EBR	f		73		189	
WBL	0	0	0		0	
WBT	3	5250	363	.07*	311	.06
WBR	f		145		334	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.37</b>	<b>.29</b>	

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	3	5250	1240	.24*	1210	.23*
NBT	0	0	0		0	
NBR	1	1750	30	.02	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	7000	1290	.18	1880	.27*
EBR	f		150		470	
WBL	0	0	0		0	
WBT	3	5250	1590	.30*	720	.14
WBR	f		290		670	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.64</b>	<b>.60</b>	

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	3	5250	960	.18*	1150	.22*
NBT	0	0	0		0	
NBR	1	1750	60	.03	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	7000	1340	.19	2120	.30*
EBR	f		170		510	
WBL	0	0	0		0	
WBT	3	5250	1720	.33*	850	.16
WBR	f		320		700	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.61</b>	<b>.62</b>	

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	3	5250	960	.18*	1170	.22*
NBT	0	0	0		0	
NBR	1	1750	60	.03	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	7000	1340	.19	2240	.32*
EBR	f		190		520	
WBL	0	0	0		0	
WBT	3	5250	1760	.34*	860	.16
WBR	f		310		690	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.62</b>	<b>.64</b>	

8. I-5 NB Ramps & SR-126

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	3	5250	940	.18*	1090	.21*
NBT	0	0	0		0	
NBR	1	1750	90	.05	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	7000	1440	.21	2130	.30*
EBR	f		250		560	
WBL	0	0	0		0	
WBT	3	5250	1660	.32*	1050	.20
WBR	f		330		700	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.60</b>		<b>.61</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	3	5250	910	.17*	1200	.23*
NBT	0	0	0		0	
NBR	1	1750	90	.05	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	7000	1650	.24	2180	.31*
EBR	f		330		640	
WBL	0	0	0		0	
WBT	3	5250	1630	.31*	1170	.22
WBR	f		350		700	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.58</b>		<b>.64</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	3	5250	1000	.19*	1380	.26*
NBT	0	0	0		0	
NBR	1	1750	90	.05	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	7000	1740	.25	2330	.33*
EBR	f		400		750	
WBL	0	0	0		0	
WBT	3	5250	1800	.34*	1330	.25
WBR	f		360		700	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.63</b>		<b>.69</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	3	5250	1040	.20*	1500	.29*
NBT	0	0	0		0	
NBR	1	1750	120	.07	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	4	7000	1760	.25	2630	.38*
EBR	f		450		800	
WBL	0	0	0		0	
WBT	3	5250	2030	.39*	1450	.28
WBR	f		370		710	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.69</b>		<b>.77</b>

9. Rye/Old Rd & I-5 SB Ramps

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	43	.02	22	.01*
NBT	2	3500	675	.19*	425	.12
NBR	1	1750	1013	.58	1325	.76
SBL	1	1750	51	.03*	83	.05
SBT	2	3500	598	.17	699	.20*
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		294		164	
WBT	0	3500	0	.08*	0	.05*
WBR	0.5		2		2	
Right Turn Adjustment			NBR	.33*	NBR	.56*
Clearance Interval				.10*		.10*

**TOTAL CAPACITY UTILIZATION** .73 .92

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	30	.02	30	.02
NBT	2	3500	870	.25*	840	.24*
NBR	2	3500	580	.17	770	.22
SBL	2	3500	140	.04*	720	.21*
SBT	3	5250	150	.03	650	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	470	.13*	260	.07*
WBT	0	0	0		0	
WBR	1	1750	10	.01	10	.01
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						

**TOTAL CAPACITY UTILIZATION** .52 .62

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	30	.02	30	.02
NBT	2	3500	620	.18*	690	.20*
NBR	2	3500	650	.19	650	.19
SBL	2	3500	130	.04*	710	.20*
SBT	3	5250	120	.02	500	.10
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	400	.11*	90	.03*
WBT	0	0	0		0	
WBR	1	1750	10	.01	10	.01
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						

**TOTAL CAPACITY UTILIZATION** .43 .53

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	30	.02	30	.02
NBT	2	3500	680	.19*	680	.19*
NBR	2	3500	700	.20	740	.21
SBL	2	3500	120	.03*	730	.21*
SBT	3	5250	110	.02	550	.10
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	400	.11*	140	.04*
WBT	0	0	0		0	
WBR	1	1750	10	.01	10	.01
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						

**TOTAL CAPACITY UTILIZATION** .43 .54

9. Rye/Old Rd & I-5 SB Ramps

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	30	.02	30	.02
NBT	2	3500	760	.22*	740	.21*
NBR	2	3500	830	.24	1050	.30
SBL	2	3500	180	.05*	880	.25*
SBT	3	5250	170	.03	440	.08
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	360	.10*	160	.05*
WBT	0	0	0		0	
WBR	1	1750	10	.01	10	.01
Right Turn Adjustment					NBR	.04*
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						

**TOTAL CAPACITY UTILIZATION** .47 .65

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	30	.02	30	.02
NBT	2	3500	800	.23*	900	.26*
NBR	2	3500	840	.24	1000	.29
SBL	2	3500	210	.06*	900	.26*
SBT	3	5250	200	.04	510	.10
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	360	.10*	210	.06*
WBT	0	0	0		0	
WBR	1	1750	10	.01	10	.01
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						

**TOTAL CAPACITY UTILIZATION** .49 .68

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	30	.02	30	.02
NBT	2	3500	870	.25*	1010	.29*
NBR	2	3500	790	.23	1030	.29
SBL	2	3500	230	.07*	950	.27*
SBT	3	5250	250	.05	580	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	420	.12*	290	.08*
WBT	0	0	0		0	
WBR	1	1750	10	.01	10	.01
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						

**TOTAL CAPACITY UTILIZATION** .54 .74

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1750	30	.02	30	.02
NBT	2	3500	1030	.29*	1130	.32*
NBR	2	3500	730	.21	1050	.30
SBL	2	3500	280	.08*	1030	.29*
SBT	3	5250	310	.06	660	.13
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	3500	470	.13*	390	.11*
WBT	0	0	0		0	
WBR	1	1750	10	.01	20	.01
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						

**TOTAL CAPACITY UTILIZATION** .60 .82

10. I-5 SB Ramps & Magic Mtn

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		432		358	
SBT	0.5	3500	0	.12*	0	.10*
SBR	1	1750	32	.02	57	.03
EBL	0	0	0		0	
EBT	2	3500	291	.08*	439	.13*
EBR	f		104		251	
WBL	1	1750	498	.28*	454	.26*
WBT	3	5250	1442	.27	1267	.24
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.58</b>		<b>.59</b>

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	640	.18*	1260	.36*
SBT	0	0	0		0	
SBR	2	3500	60	.02	40	.01
EBL	0	0	0		0	
EBT	3	5250	370	.07	980	.19
EBR	2	3500	680	.19	810	.23
WBL	2	3500	60	.02	30	.01
WBT	4	7000	1870	.27*	1560	.22*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.55</b>		<b>.68</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	640	.18*	1160	.33*
SBT	0	0	0		0	
SBR	2	3500	60	.02	50	.01
EBL	0	0	0		0	
EBT	3	5250	410	.08	930	.18
EBR	2	3500	670	.19	780	.22
WBL	2	3500	60	.02	30	.01
WBT	4	7000	2080	.30*	1600	.23*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.58</b>		<b>.66</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	640	.18*	1120	.32*
SBT	0	0	0		0	
SBR	2	3500	60	.02	50	.01
EBL	0	0	0		0	
EBT	3	5250	570	.11	1060	.20
EBR	2	3500	850	.24	820	.23
WBL	2	3500	60	.02	30	.01
WBT	4	7000	2160	.31*	1810	.26*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.59</b>		<b>.68</b>

10. I-5 SB Ramps & Magic Mtn

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	680	.19*	1250	.36*
SBT	0	0	0		0	
SBR	2	3500	100	.03	60	.02
EBL	0	0	0		0	
EBT	3	5250	950	.18	1200	.23
EBR	2	3500	1120	.32	1070	.31
WBL	2	3500	50	.01	40	.01
WBT	4	7000	2180	.31*	2460	.35*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.60</b>		<b>.81</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	750	.21*	1240	.35*
SBT	0	0	0		0	
SBR	2	3500	100	.03	80	.02
EBL	0	0	0		0	
EBT	3	5250	1100	.21	1350	.26
EBR	2	3500	1200	.34	1100	.31
WBL	2	3500	40	.01	30	.01
WBT	4	7000	2250	.32*	2720	.39*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.63</b>		<b>.84</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	820	.23*	1270	.36*
SBT	0	0	0		0	
SBR	2	3500	90	.03	80	.02
EBL	0	0	0		0	
EBT	3	5250	1160	.22	1480	.28
EBR	2	3500	1230	.35	1160	.33
WBL	2	3500	30	.01	30	.01
WBT	4	7000	2420	.35*	2830	.40*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.68</b>		<b>.86</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2.5		920	.18*	1320	.25*
SBT	0	7000	0		0	
SBR	1.5		60	.03	80	.05
EBL	0	0	0		0	
EBT	3	5250	1220	.23	1620	.31
EBR	2	3500	1270	.36	1200	.34
WBL	2	3500	20	.01	20	.01
WBT	4	7000	2530	.36*	2950	.42*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.64</b>		<b>.77</b>

11. I-5 NB Ramps & Magic Mtn

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		1147	{.33}*	1181	{.34}*
NBT	0.5	3500	2	.33	7	.34
NBR	1	1750	363	.21	695	.40
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	21	.01	39	.02
EBT	2	3500	703	.20*	698	.20*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	7000	793	.11	578	.08
WBR	f		279		413	
Right Turn Adjustment					NBR	.06*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.63</b>		<b>.70</b>	

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2.5		1220	.23*	960	.18*
NBT	0	7000	0		0	
NBR	1.5		100	.06	280	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	60	.02	260	.07
EBT	3	5250	950	.18*	1990	.38*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	710	.14	630	.12
WBR	1.5		940	.27	800	.23
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.51</b>		<b>.66</b>	

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2.5		1260	.24*	980	.19*
NBT	0	7000	0		0	
NBR	1.5		100	.06	280	.16
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	50	.01	140	.04
EBT	3	5250	1000	.19*	1950	.37*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	880	{.14}	650	.12
WBR	1.5		670		760	.22
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.53</b>		<b>.66</b>	

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2.5		1270	.24*	1030	.20*
NBT	0	7000	0		0	
NBR	1.5		100	.06	270	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	60	.02	140	.04
EBT	3	5250	1150	.22*	2030	.39*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	930	{.15}	810	.15
WBR	1.5		690		750	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.56</b>		<b>.69</b>	

11. I-5 NB Ramps & Magic Mtn

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2.5		1350	.26*	1340	.26*
NBT	0	7000	0		0	
NBR	1.5		90	.05	110	.06
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	90	.03	180	.05
EBT	3	5250	1540	.29*	2270	.43*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	870	{.15}	1160	{.18}
WBR	1.5		770		740	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.65</b>		<b>.79</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2.5		1350	.26*	1370	.26*
NBT	0	7000	0		0	
NBR	1.5		100	.06	100	.06
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	100	.03	200	.06
EBT	3	5250	1750	.33*	2390	.46*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	940	{.17}	1380	{.21}
WBR	1.5		880		780	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.69</b>		<b>.82</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2.5		1370	.26*	1390	.26*
NBT	0	7000	0		0	
NBR	1.5		90	.05	90	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	100	.03	230	.07
EBT	3	5250	1870	.36*	2520	.48*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1090	{.18}	1470	{.23}
WBR	1.5		860		850	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.72</b>		<b>.84</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2.5		1400	.27*	1410	.27*
NBT	0	7000	0		0	
NBR	1.5		90	.05	80	.05
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3500	130	.04	280	.08
EBT	3	5250	2020	.38*	2650	.50*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3.5	8750	1150	{.19}	1560	{.24}
WBR	1.5		900		870	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.75</b>		<b>.87</b>

12. I-5 SB Ramps & Valencia

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	209	.06*	236	.07*
SBT	0	0	0		0	
SBR	1	1750	262	.15	54	.03
EBL	0	0	0		0	
EBT	3	5250	586	.11	498	.09
EBR	f		407		127	
WBL	0	0	0		0	
WBT	2	3500	760	.22*	878	.25*
WBR	f		844		1029	
Right Turn Adjustment			SBR	.09*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.47</b>		<b>.42</b>	

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	330	.09*	380	.11*
SBT	0	0	0		0	
SBR	1	1750	260	.15	380	.22
EBL	0	0	0		0	
EBT	3	5250	470	.09	670	.13
EBR	f		440		390	
WBL	0	0	0		0	
WBT	2	3500	1070	.31*	1190	.34*
WBR	f		1510		1010	
Right Turn Adjustment			SBR	.06*	SBR	.11*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.56</b>		<b>.66</b>	

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	350	.10*	350	.10*
SBT	0	0	0		0	
SBR	1	1750	210	.12	330	.19
EBL	0	0	0		0	
EBT	3	5250	440	.08	650	.12
EBR	f		450		400	
WBL	0	0	0		0	
WBT	2	3500	1120	.32*	1250	.36*
WBR	f		1380		1000	
Right Turn Adjustment			SBR	.02*	SBR	.09*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.54</b>		<b>.65</b>	

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	360	.10*	380	.11*
SBT	0	0	0		0	
SBR	1	1750	210	.12	370	.21
EBL	0	0	0		0	
EBT	3	5250	510	.10	710	.14
EBR	f		470		350	
WBL	0	0	0		0	
WBT	2	3500	1120	.32*	1440	.41*
WBR	f		1360		950	
Right Turn Adjustment			SBR	.02*	SBR	.10*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.54</b>		<b>.72</b>	

12. I-5 SB Ramps & Valencia

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	370	.11*	420	.12*
SBT	0	0	0		0	
SBR	1	1750	270	.15	410	.23
EBL	0	0	0		0	
EBT	3	5250	820	.16	790	.15
EBR	f		690		570	
WBL	0	0	0		0	
WBT	2	3500	1360	.39*	1850	.53*
WBR	f		1180		990	
Right Turn Adjustment			SBR	.04*	SBR	.11*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.64</b>		<b>.86</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	350	.10*	390	.11*
SBT	0	0	0		0	
SBR	1	1750	320	.18	470	.27
EBL	0	0	0		0	
EBT	3	5250	1080	.21	1080	.21
EBR	f		920		740	
WBL	0	0	0		0	
WBT	3	5250	1580	.30*	2140	.41*
WBR	f		1170		920	
Right Turn Adjustment			SBR	.08*	SBR	.16*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.58</b>		<b>.78</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	370	.11*	440	.13*
SBT	0	0	0		0	
SBR	1	1750	320	.18	550	.31
EBL	0	0	0		0	
EBT	3	5250	1110	.21	1240	.24
EBR	f		970		790	
WBL	0	0	0		0	
WBT	3	5250	1620	.31*	2220	.42*
WBR	f		1140		870	
Right Turn Adjustment			SBR	.07*	SBR	.18*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.59</b>		<b>.83</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	350	.10*	450	.13*
SBT	0	0	0		0	
SBR	1	1750	340	.19	570	.33
EBL	0	0	0		0	
EBT	3	5250	1190	.23	1390	.26
EBR	f		910		510	
WBL	0	0	0		0	
WBT	3	5250	1650	.31*	2280	.43*
WBR	f		1190		890	
Right Turn Adjustment			SBR	.09*	SBR	.20*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.60</b>		<b>.86</b>

13. I-5 NB Ramps & Valencia

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	291	.08*	273	.08*
NBT	0	0	0		0	
NBR	2	3500	945	.27	876	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	697	.16	668	.14
EBR	0	0	157		79	
WBL	2	3500	80	.02	147	.04
WBT	4	7000	1266	.18*	1645	.24*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.17*	NBR	.09*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.53</b>		<b>.51</b>	

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	480	.14*	210	.06*
NBT	0	0	0		0	
NBR	2	3500	970	.28	1170	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	700	.15	860	.20
EBR	0	0	100		190	
WBL	2	3500	280	.08	290	.08
WBT	4	7000	2130	.30*	2010	.29*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.03*	NBR	.20*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.57</b>		<b>.65</b>	

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	510	.15*	230	.07*
NBT	0	0	0		0	
NBR	2	3500	970	.28	1170	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	720	.15	830	.19
EBR	0	0	70		180	
WBL	2	3500	270	.08	290	.08
WBT	4	7000	2010	.29*	2030	.29*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.02*	NBR	.18*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.56</b>		<b>.64</b>	

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	510	.15*	300	.09*
NBT	0	0	0		0	
NBR	2	3500	970	.28	1140	.33
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	810	.17	910	.21
EBR	0	0	70		190	
WBL	2	3500	270	.08	280	.08
WBT	4	7000	2020	.29*	2110	.30*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.04*	NBR	.17*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.58</b>		<b>.66</b>	

13. I-5 NB Ramps & Valencia

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	610	.17*	470	.13*
NBT	0	0	0		0	
NBR	2	3500	1030	.29	1100	.31
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1120	.23*	1060	.23
EBR	0	0	100		160	
WBL	2	3500	270	.08*	270	.08
WBT	4	7000	1990	.28	2380	.34*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.06*	NBR	.10*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.64</b>		<b>.67</b>	

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	710	.20*	460	.13*
NBT	0	0	0		0	
NBR	2	3500	1010	.29	980	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1360	.28*	1320	.29
EBR	0	0	110		180	
WBL	2	3500	290	.08*	270	.08
WBT	4	7000	2120	.30	2620	.37*
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.03*	NBR	.09*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.69</b>		<b>.69</b>	

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	700	.20*	480	.14*
NBT	0	0	0		0	
NBR	2	3500	1020	.29	920	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1430	.29*	1510	.33*
EBR	0	0	110		200	
WBL	2	3500	310	.09*	270	.08*
WBT	4	7000	2160	.31	2650	.38
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.02*	NBR	.06*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.70</b>		<b>.71</b>	

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	670	.19*	480	.14*
NBT	0	0	0		0	
NBR	2	3500	1050	.30	880	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5250	1460	.30*	1660	.36*
EBR	0	0	120		230	
WBL	2	3500	440	.13*	300	.09*
WBT	4	7000	2260	.32	2740	.39
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.01*	NBR	.04*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.73</b>		<b>.73</b>	

14. I-5 SB Ramps & McBean

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	144	.08*	406	.23*
SBT	0	0	0		0	
SBR	1	1750	57	.03	451	.26
EBL	0	0	0		0	
EBT	2	3500	627	.18	950	.27
EBR	1	1750	374	.21	93	.05
WBL	0	0	0		0	
WBT	2	3500	1326	.38*	1043	.30*
WBR	1	1750	215	.12	480	.27
Right Turn Adjustment					SBR	.03*
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for WBR						
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.56</b>		<b>.66</b>	

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	210	.12*	350	.20*
SBT	0	0	0		0	
SBR	1	1750	290	.17	320	.18
EBL	0	0	0		0	
EBT	2	3500	1140	.33*	1360	.39
EBR	1	1750	370	.21	250	.14
WBL	0	0	0		0	
WBT	2	3500	530	.15	1430	.41*
WBR	1	1750	450	.26	300	.17
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for WBR						
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.55</b>		<b>.71</b>	

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	230	.13*	330	.19*
SBT	0	0	0		0	
SBR	1	1750	290	.17	300	.17
EBL	0	0	0		0	
EBT	2	3500	1020	.29*	1370	.39
EBR	1	1750	380	.22	350	.20
WBL	0	0	0		0	
WBT	2	3500	580	.17	1450	.41*
WBR	1	1750	450	.26	310	.18
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for WBR						
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.52</b>		<b>.70</b>	

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	240	.14*	350	.20*
SBT	0	0	0		0	
SBR	1	1750	280	.16	210	.12
EBL	0	0	0		0	
EBT	2	3500	1010	.29*	1350	.39
EBR	1	1750	380	.22	370	.21
WBL	0	0	0		0	
WBT	2	3500	600	.17	1440	.41*
WBR	1	1750	450	.26	340	.19
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for WBR						
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.53</b>		<b>.71</b>	

14. I-5 SB Ramps & McBean

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	290	.17*	460	.26*
SBT	0	0	0		0	
SBR	1	1750	310	.18	390	.22
EBL	0	0	0		0	
EBT	2	3500	1060	.30*	1340	.38
EBR	1	1750	390	.22	160	.09
WBL	0	0	0		0	
WBT	2	3500	580	.17	1550	.44*
WBR	1	1750	440	.25	310	.18
Clearance Interval				.10*		.10*
Note:	Assumes Right-Turn Overlap for WBR					

**TOTAL CAPACITY UTILIZATION** .57 .80

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1750	330	.19*	450	.26*
SBT	0	0	0		0	
SBR	1	1750	270	.15	360	.21
EBL	0	0	0		0	
EBT	2	3500	1080	.31*	1360	.39
EBR	1	1750	380	.22	190	.11
WBL	0	0	0		0	
WBT	2	3500	670	.19	1730	.49*
WBR	1	1750	450	.26	320	.18
Clearance Interval				.10*		.10*
Note:	Assumes Right-Turn Overlap for WBR					

**TOTAL CAPACITY UTILIZATION** .60 .85

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	380	.11*	550	.16*
SBT	0	0	0		0	
SBR	1	1750	260	.15	340	.19
EBL	0	0	0		0	
EBT	2	3500	1070	.31*	1310	.37
EBR	1	1750	370	.21	180	.10
WBL	0	0	0		0	
WBT	2	3500	710	.20	1790	.51*
WBR	1	1750	440	.25	310	.18
Right Turn Adjustment					SBR	.03*
Clearance Interval				.10*		.10*
Note:	Assumes Right-Turn Overlap for WBR					

**TOTAL CAPACITY UTILIZATION** .52 .80

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	3500	420	.12*	540	.15*
SBT	0	0	0		0	
SBR	1	1750	250	.14	340	.19
EBL	0	0	0		0	
EBT	2	3500	1060	.30*	1340	.38
EBR	1	1750	360	.21	270	.15
WBL	0	0	0		0	
WBT	2	3500	800	.23	1810	.52*
WBR	1	1750	430	.25	320	.18
Right Turn Adjustment					SBR	.04*
Clearance Interval				.10*		.10*
Note:	Assumes Right-Turn Overlap for WBR					

**TOTAL CAPACITY UTILIZATION** .52 .81

15. I-5 NB Ramps & McBean

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	135	.04*	338	.10*
NBT	0	0	0		0	
NBR	2	3500	284	.08	742	.21
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	633	.18	1213	.35*
EBR	1	1750	133	.08	142	.08
WBL	0	0	0		0	
WBT	3	5250	1406	.27*	1185	.23
WBR	1	1750	101	.06	122	.07
Right Turn Adjustment					NBR	.11*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.41</b>		<b>.66</b>	

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	90	.03*	410	.12*
NBT	0	0	0		0	
NBR	2	3500	520	.15	710	.20
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	990	.28*	1430	.41*
EBR	1	1750	370	.21	280	.16
WBL	0	0	0		0	
WBT	3	5250	890	.17	1290	.25
WBR	1	1750	120	.07	170	.10
Right Turn Adjustment					NBR	.12*
Clearance Interval				.10*	NBR	.08*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.53</b>		<b>.71</b>	

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	110	.03*	430	.12*
NBT	0	0	0		0	
NBR	2	3500	540	.15	640	.18
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1000	.29*	1420	.41*
EBR	1	1750	270	.15	280	.16
WBL	0	0	0		0	
WBT	3	5250	930	.18	1300	.25
WBR	1	1750	110	.06	170	.10
Right Turn Adjustment					NBR	.12*
Clearance Interval				.10*	NBR	.06*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.54</b>		<b>.69</b>	

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	110	.03*	420	.12*
NBT	0	0	0		0	
NBR	2	3500	520	.15	670	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1020	.29*	1450	.41*
EBR	1	1750	250	.14	260	.15
WBL	0	0	0		0	
WBT	3	5250	950	.18	1340	.26
WBR	1	1750	110	.06	170	.10
Right Turn Adjustment					NBR	.12*
Clearance Interval				.10*	NBR	.07*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.54</b>		<b>.70</b>	

15. I-5 NB Ramps & McBean

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	100	.03*	430	.12*
NBT	0	0	0		0	
NBR	2	3500	520	.15	670	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1090	.31*	1510	.43*
EBR	1	1750	280	.16	290	.17
WBL	0	0	0		0	
WBT	3	5250	930	.18	1390	.26
WBR	1	1750	120	.07	190	.11
Right Turn Adjustment			NBR	.12*	NBR	.07*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.56</b>		<b>.72</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	120	.03*	530	.15*
NBT	0	0	0		0	
NBR	2	3500	530	.15	820	.23
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1160	.33*	1520	.43*
EBR	1	1750	270	.15	290	.17
WBL	0	0	0		0	
WBT	3	5250	1020	.19	1480	.28
WBR	1	1750	130	.07	210	.12
Right Turn Adjustment			NBR	.12*	NBR	.08*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.58</b>		<b>.76</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	90	.03*	470	.13*
NBT	0	0	0		0	
NBR	2	3500	560	.16	890	.25
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1210	.35*	1600	.46*
EBR	1	1750	250	.14	270	.15
WBL	0	0	0		0	
WBT	3	5250	1080	.21	1600	.30
WBR	1	1750	160	.09	230	.13
Right Turn Adjustment			NBR	.13*	NBR	.12*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.61</b>		<b>.81</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3500	100	.03*	480	.14*
NBT	0	0	0		0	
NBR	2	3500	640	.18	970	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1220	.35*	1630	.47*
EBR	1	1750	250	.14	250	.14
WBL	0	0	0		0	
WBT	3	5250	1150	.22	1610	.31
WBR	1	1750	170	.10	270	.15
Right Turn Adjustment			NBR	.15*	NBR	.14*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.63</b>		<b>.85</b>

16. I-5 SB Loop & Lyons

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1750	67	.04	68	.04
SBL	1.5		332		375	
SBT	0.5	3500	136	.13*	71	.13*
SBR	1	1750	45	.03	118	.07
EBL	0	0	0		0	
EBT	2	3500	895	.27*	873	.27
EBR	0	0	56		58	
WBL	1	1750	48	.03*	53	.03
WBT	2	3500	612	.17	1281	.37*
WBR	1	1750	427	.24	282	.16
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.55</b>		<b>.60</b>	

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1750	70	.04	70	.04
SBL	1.5		460		460	
SBT	0.5	3500	10	.13*	310	.22*
SBR	1	1750	410	.23	10	.01
EBL	0	0	0		0	
EBT	2	3500	530	.16	1150	.34*
EBR	0	0	30		50	
WBL	1	1750	30	.02	170	.10*
WBT	2	3500	800	.23*	1180	.34
WBR	1	1750	380	.22	120	.07
Right Turn Adjustment			SBR	.10*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.56</b>		<b>.76</b>	

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1750	60	.03	70	.04
SBL	1.5		490		410	
SBT	0.5	3500	10	.14*	280	.20*
SBR	1	1750	430	.25	10	.01
EBL	0	0	0		0	
EBT	2	3500	500	.15	1100	.33*
EBR	0	0	30		50	
WBL	1	1750	30	.02	160	.09*
WBT	2	3500	760	.22*	1150	.33
WBR	1	1750	280	.16	110	.06
Right Turn Adjustment			SBR	.11*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.57</b>		<b>.72</b>	

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1750	60	.03	70	.04
SBL	1.5		520		440	
SBT	0.5	3500	10	.15*	290	.21*
SBR	1	1750	430	.25	10	.01
EBL	0	0	0		0	
EBT	2	3500	490	.15	1070	.32*
EBR	0	0	30		50	
WBL	1	1750	30	.02	140	.08*
WBT	2	3500	770	.22*	1190	.34
WBR	1	1750	290	.17	100	.06
Right Turn Adjustment			SBR	.10*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.57</b>		<b>.71</b>	

16. I-5 SB Loop & Lyons

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1750	60	.03	70	.04
SBL	1.5		660		560	
SBT	0.5	3500	10	.19*	330	.25*
SBR	1	1750	440	.25	10	.01
EBL	0	0	0		0	
EBT	2	3500	560	.17	1090	.33*
EBR	0	0	30		50	
WBL	1	1750	30	.02	140	.08*
WBT	2	3500	760	.22*	1260	.36
WBR	1	1750	260	.15	110	.06
Right Turn Adjustment			SBR	.06*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.57</b>		<b>.76</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1750	60	.03	70	.04
SBL	1.5		720		540	
SBT	0.5	3500	10	.21*	320	.25*
SBR	1	1750	430	.25	10	.01
EBL	0	0	0		0	
EBT	2	3500	620	.19	1260	.37*
EBR	0	0	30		50	
WBL	1	1750	30	.02	150	.09*
WBT	2	3500	800	.23*	1480	.42
WBR	1	1750	260	.15	110	.06
Right Turn Adjustment			SBR	.04*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.58</b>		<b>.81</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1750	70	.04	70	.04
SBL	1.5		710		580	
SBT	0.5	3500	10	.21*	300	.25*
SBR	1	1750	420	.24	10	.01
EBL	0	0	0		0	
EBT	2	3500	740	.22*	1410	.42*
EBR	0	0	30		50	
WBL	1	1750	30	.02*	170	.10*
WBT	2	3500	850	.24	1610	.46
WBR	1	1750	250	.14	110	.06
Right Turn Adjustment			Multi	.05*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.60</b>		<b>.87</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	1	1750	70	.04	70	.04
SBL	1.5		770		610	
SBT	0.5	3500	10	.22*	310	.26*
SBR	1	1750	400	.23	10	.01
EBL	0	0	0		0	
EBT	3	5250	820	.16	1520	.30
EBR	0	0	30		50	
WBL	1	1750	30	.02	170	.10
WBT	2	3500	890	.25*	1700	.49*
WBR	1	1750	250	.14	110	.06
Right Turn Adjustment			SBR	.01*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.58</b>		<b>.85</b>

17. I-5 NB Ramps & Lyons

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		251	{.07}*	685	{.20}*
NBT	0.5	3500	1	.07	0	.20
NBR	f		334		645	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	158	.09*	183	.10*
EBT	2	3500	719	.21	1081	.31
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1066	.27*	1017	.28*
WBR	0	0	326		445	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.53</b>		<b>.68</b>

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		100	{.03}*	530	{.15}*
NBT	0.5	3500	10	.03	0	.15
NBR	f		170		410	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	90	.05*	160	.09
EBT	2	3500	950	.27	1590	.45*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1120	.32*	930	.27
WBR	0	0	550		720	.41
Right Turn Adjustment					WBR	.05*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.50</b>		<b>.75</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		100	{.03}*	540	{.15}*
NBT	0.5	3500	10	.03	0	.15
NBR	f		170		350	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	80	.05*	160	.09
EBT	2	3500	950	.27	1510	.43*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	980	.27*	880	.25
WBR	0	0	430		730	.42
Right Turn Adjustment					WBR	.08*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.45</b>		<b>.76</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		100	{.03}*	530	{.15}*
NBT	0.5	3500	10	.03	0	.15
NBR	f		170		340	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	70	.04*	160	.09
EBT	2	3500	980	.28	1520	.43*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	990	.27*	880	.25
WBR	0	0	440		750	.43
Right Turn Adjustment					WBR	.09*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.44</b>		<b>.77</b>

17. I-5 NB Ramps & Lyons

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		100	{.03}*	580	{.17}*
NBT	0.5	3500	10	.03	0	.17
NBR	f		170		320	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	110	.06*	170	.10
EBT	2	3500	1130	.32	1600	.46*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	950	.27*	910	.26
WBR	0	0	510	.29	870	.50
Right Turn Adjustment			WBR	.02*	WBR	.14*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.48</b>		<b>.87</b>	

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		100	{.03}*	660	{.19}*
NBT	0.5	3500	10	.03	0	.19
NBR	f		160		340	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	110	.06	150	.09
EBT	2	3500	1270	.36*	1690	.48*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	990	.28	1100	.31
WBR	0	0	500	.29	890	.51
Right Turn Adjustment					WBR	.12*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.49</b>		<b>.89</b>	

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		130	{.04}*	790	{.23}*
NBT	0.5	3500	10	.04	0	.23
NBR	f		160		340	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	110	.06	140	.08
EBT	2	3500	1300	.37*	1850	.53*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1010	.19	1140	.22
WBR	f		510		910	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.51</b>		<b>.86</b>	

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		120	{.04}*	760	{.22}*
NBT	0.5	3500	10	.04	0	.22
NBR	f		160		370	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	110	.06	140	.08
EBT	2	3500	1380	.39*	1980	.57*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5250	1090	.21	1270	.24
WBR	f		530		950	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.53</b>		<b>.89</b>	

18. I-5 SB Ramps & Calgrove

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		21		91	
SBT	0.5	1750	1	.01*	3	.05*
SBR	1	1750	255	.15	135	.08
EBL	0	0	0		0	
EBT	1	1750	110	.11*	657	.42*
EBR	0	0	74		70	
WBL	1	1750	466	.27*	123	.07*
WBT	1	1750	350	.20	212	.12
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.49</b>		<b>.64</b>

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		30		130	
SBT	0.5	1750	10	.02*	10	.08*
SBR	1	1750	270	.15	230	.13
EBL	0	0	0		0	
EBT	1	1750	370	.33*	660	.42*
EBR	0	0	200		80	
WBL	1	1750	400	.23*	100	.06*
WBT	1	1750	430	.25	180	.10
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.68</b>		<b>.66</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		30		130	
SBT	0.5	1750	10	.02*	10	.08*
SBR	1	1750	280	.16	220	.13
EBL	0	0	0		0	
EBT	1	1750	350	.31*	680	.46*
EBR	0	0	200		130	
WBL	1	1750	400	.23*	110	.06*
WBT	1	1750	450	.26	180	.10
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.66</b>		<b>.70</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		30		130	
SBT	0.5	1750	10	.02*	10	.08*
SBR	1	1750	290	.17	200	.11
EBL	0	0	0		0	
EBT	1	1750	340	.31*	670	.46*
EBR	0	0	200		130	
WBL	1	1750	400	.23*	110	.06*
WBT	1	1750	450	.26	180	.10
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.66</b>		<b>.70</b>

18. I-5 SB Ramps & Calgrove

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		30		160	
SBT	0.5	1750	10	.02*	10	.10*
SBR	1	1750	350	.20	380	.22
EBL	0	0	0		0	
EBT	1	1750	410	.35*	740	.47*
EBR	0	0	210		80	
WBL	1	1750	400	.23*	120	.07*
WBT	1	1750	450	.26	160	.09
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.70</b>		<b>.74</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		40		180	
SBT	0.5	1750	10	.03*	10	.11*
SBR	1	1750	380	.22	380	.22
EBL	0	0	0		0	
EBT	1	1750	440	.38*	830	.53*
EBR	0	0	230		90	
WBL	1	1750	400	.23*	140	.08*
WBT	1	1750	470	.27	260	.15
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.74</b>		<b>.82</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		50		210	
SBT	0.5	1750	10	.03*	10	.13*
SBR	1	1750	410	.23	390	.22
EBL	0	0	0		0	
EBT	1	1750	480	.41*	900	.57*
EBR	0	0	240		90	
WBL	1	1750	400	.23*	160	.09*
WBT	1	1750	500	.29	280	.16
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.77</b>		<b>.89</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0.5		50		220	
SBT	0.5	1750	10	.03*	10	.13*
SBR	1	1750	450	.26	450	.26
EBL	0	0	0		0	
EBT	2	3500	550	.24*	1020	.34*
EBR	0	0	290		160	
WBL	1	1750	400	.23*	190	.11*
WBT	2	3500	530	.15	360	.10
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.60</b>		<b>.68</b>

19. I-5 NB Ramps & Calgrove

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		45	{.03}*	123	{.07}*
NBT	0.5	1750	4	.03	0	.07
NBR	1	1750	70	.04	264	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	70	.04*	304	.17*
EBT	1	1750	60	.03	444	.25
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1750	771	.47*	212	.16*
WBR	0	0	55		61	
Right Turn Adjustment					NBR	.02*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.64</b>		<b>.52</b>	

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		110	{.06}*	120	{.07}*
NBT	0.5	1750	0	.06	0	.07
NBR	1	1750	30	.02	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	290	.17*	300	.17*
EBT	1	1750	90	.05	500	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1750	740	.46*	150	.13*
WBR	0	0	60		80	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.79</b>		<b>.51</b>	

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		130	{.07}*	120	{.07}*
NBT	0.5	1750	0	.07	0	.07
NBR	1	1750	40	.02	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	270	.15*	300	.17*
EBT	1	1750	90	.05	510	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1750	740	.46*	170	.14*
WBR	0	0	60		80	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.78</b>		<b>.51</b>	

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		130	{.07}*	120	{.07}*
NBT	0.5	1750	0	.07	0	.07
NBR	1	1750	40	.02	210	.12
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	270	.15*	290	.17*
EBT	1	1750	80	.05	500	.29
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1750	740	.46*	180	.15*
WBR	0	0	70		80	
Right Turn Adjustment					NBR	.03*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.78</b>		<b>.52</b>	

19. I-5 NB Ramps & Calgrove

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		130	{.07}*	80	{.05}*
NBT	0.5	1750	0	.07	0	.05
NBR	1	1750	40	.02	230	.13
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	310	.18*	340	.19*
EBT	1	1750	110	.06	560	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1750	760	.47*	200	.18*
WBR	0	0	70		110	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.82</b>		<b>.56</b>	

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		130	{.07}*	140	{.08}*
NBT	0.5	1750	0	.07	0	.08
NBR	1	1750	50	.03	270	.15
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	330	.19*	400	.23*
EBT	1	1750	120	.07	610	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1750	780	.49*	250	.23*
WBR	0	0	80		150	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.85</b>		<b>.64</b>	

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		140	{.08}*	160	{.09}*
NBT	0.5	1750	0	.08	0	.09
NBR	1	1750	60	.03	290	.17
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	350	.20*	440	.25*
EBT	1	1750	150	.09	670	.38
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1750	790	.50*	290	.27*
WBR	0	0	90		180	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.88</b>		<b>.71</b>	

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0.5		160	{.09}*	200	{.11}*
NBT	0.5	1750	0	.09	0	.11
NBR	1	1750	70	.04	330	.19
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1750	390	.22*	510	.29*
EBT	2	3500	180	.05	750	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3500	820	.26*	360	.17*
WBR	0	0	100		220	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.67</b>		<b>.67</b>	

20. I-5 SB Ramp & Lyons

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	877	.25	1264	.36*
EBR	1	1750	591	.34	332	.19
WBL	0	0	0		0	
WBT	3	5250	1317	.25*	1702	.32
WBR	0	0	0		0	
Right Turn Adjustment			EBR	.09*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.44</b>		<b>.46</b>

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1070	.31*	1730	.49*
EBR	1	1750	370	.21	190	.11
WBL	0	0	0		0	
WBT	3	5250	1220	.23	1470	.28
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.41</b>		<b>.59</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1050	.30*	1660	.47*
EBR	1	1750	370	.21	160	.09
WBL	0	0	0		0	
WBT	3	5250	1080	.21	1420	.27
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.40</b>		<b>.57</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1060	.30*	1660	.47*
EBR	1	1750	380	.22	150	.09
WBL	0	0	0		0	
WBT	3	5250	1090	.21	1410	.27
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.40</b>		<b>.57</b>

20. I-5 SB Ramp & Lyons

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1270	.36*	1760	.50*
EBR	1	1750	380	.22	210	.12
WBL	0	0	0		0	
WBT	3	5250	1050	.20	1490	.28
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.46</b>		<b>.60</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1410	.40*	1830	.52*
EBR	1	1750	370	.21	230	.13
WBL	0	0	0		0	
WBT	3	5250	1090	.21	1760	.34
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.50</b>		<b>.62</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1440	.41*	1970	.56*
EBR	1	1750	450	.26	260	.15
WBL	0	0	0		0	
WBT	3	5250	1130	.22	1920	.37
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.51</b>		<b>.66</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3500	1520	.43*	2100	.60*
EBR	1	1750	530	.30	270	.15
WBL	0	0	0		0	
WBT	3	5250	1200	.23	2030	.39
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.53</b>		<b>.70</b>

25. Old Road & Rye

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1600	378	.24*	302	.19*
NBR	f		1614		1551	
SBL	1	1600	602	.38*	483	.30*
SBT	2	3200	288	.09	339	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	247	.15*	398	.25*
WBT	0	0	0		0	
WBR	f		1336		1445	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.87</b>		<b>.84</b>

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	800	.17*	610	.13*
NBR	2	3200	1700	.53	1260	.39
SBL	2	2880	210	.07*	450	.16*
SBT	3	4800	320	.07	670	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		870		1140	
WBT	0	4800	0	{.36}*	0	{.41}*
WBR	1.5		920		1020	
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.70</b>		<b>.80</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	480	.10*	530	.11*
NBR	2	3200	1720	.54	1290	.40
SBL	2	2880	200	.07*	290	.10*
SBT	3	4800	230	.05	480	.10
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		790		1230	
WBT	0	4800	0	{.35}*	0	{.41}*
WBR	1.5		970		850	
Right Turn Adjustment			NBR	.09*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.71</b>		<b>.72</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	470	.10*	530	.11*
NBR	2	3200	1870	.58	1300	.41
SBL	2	2880	190	.07*	330	.11*
SBT	3	4800	240	.05	550	.11
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1.5		740		1230	
WBT	0	4800	0	{.37}*	0	{.42}*
WBR	1.5		1120		930	
Right Turn Adjustment			NBR	.11*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.75</b>		<b>.74</b>

25. Old Road & Rye

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	500	.10*	590	.12*
NBR	2	3200	2100	.66	1420	.44
SBL	2	2880	220	.08*	350	.12*
SBT	3	4800	240	.05	460	.10
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	4320	660	.15*	1230	.28*
WBT	0	0	0		0	
WBR	2	3200	1340	.42	1200	.38
Right Turn Adjustment		Multi	.41*		NBR	.04*
Clearance Interval			.10*			.10*

**TOTAL CAPACITY UTILIZATION** .84 .66

Note: Assumes Right-Turn Overlap for WBR NBR

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	520	.11*	720	.15*
NBR	2	3200	2090	.65	1490	.47
SBL	2	2880	240	.08*	450	.16*
SBT	3	4800	250	.05	500	.10
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	4320	780	.18*	1370	.32*
WBT	0	0	0		0	
WBR	2	3200	1380	.43	1210	.38
Right Turn Adjustment		Multi	.36*			
Clearance Interval			.10*			.10*

**TOTAL CAPACITY UTILIZATION** .83 .73

Note: Assumes Right-Turn Overlap for WBR NBR

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	560	.12*	780	.16*
NBR	2	3200	2090	.65	1540	.48
SBL	2	2880	290	.10*	580	.20*
SBT	3	4800	300	.06	560	.12
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	4320	830	.19*	1360	.31*
WBT	0	0	0		0	
WBR	2	3200	1380	.43	1320	.41
Right Turn Adjustment		Multi	.34*		NBR	.01*
Clearance Interval			.10*			.10*

**TOTAL CAPACITY UTILIZATION** .85 .78

Note: Assumes Right-Turn Overlap for WBR NBR

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	700	.15*	860	.18*
NBR	2	3200	2030	.63	1610	.50
SBL	2	2880	340	.12*	710	.25*
SBT	3	4800	380	.08	670	.14
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	3	4320	980	.23*	1380	.32*
WBT	0	0	0		0	
WBR	2	3200	1400	.44	1400	.44
Right Turn Adjustment		Multi	.25*			
Clearance Interval			.10*			.10*

**TOTAL CAPACITY UTILIZATION** .85 .85

Note: Assumes Right-Turn Overlap for WBR NBR

26. Old Road & Magic Mtn

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		19	.01	24	.02
NBT	1.5	4800	510	.16*	557	.17*
NBR	d	1600	53	.03	175	.11
SBL	1.5		216		375	
SBT	1.5	4800	351	.12*	512	.20*
SBR	0		5		62	
EBL	1	1600	26	.02	22	.01
EBT	2	3200	38	.01*	76	.02*
EBR	1	1600	9	.01	16	.01
WBL	1	1600	156	.10*	218	.14*
WBT	3	4800	15	.00	7	.00
WBR	f		1249		1079	
Clearance Interval				.10*		.10*
Note: Assumes N/S Split Phasing						
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.49</b>		<b>.63</b>	

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	120	.04	150	.05*
NBT	3	4800	580	.12*	330	.07
NBR	1	1600	150	.09	120	.08
SBL	2	2880	410	.14*	430	.15
SBT	2.5	6400	120	.04	820	{.20}*
SBR	1.5		310	.10	640	
EBL	2	2880	320	.11*	410	.14
EBT	4	6400	490	.08	1250	.20*
EBR	1	1600	30	.02	230	.14
WBL	2	2880	190	.07	170	.06*
WBT	4	6400	520	.08*	620	.10
WBR	f		1230		810	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.55</b>		<b>.61</b>	

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	140	.05	190	.07*
NBT	3	4800	500	.10*	320	.07
NBR	1	1600	150	.09	110	.07
SBL	2	2880	300	.10*	460	.16
SBT	2.5	6400	120	.04	860	{.18}*
SBR	1.5		250	.08	470	
EBL	2	2880	240	.08*	380	.13
EBT	4	6400	620	.10	1140	.18*
EBR	1	1600	30	.02	370	.23
WBL	2	2880	190	.07	170	.06*
WBT	4	6400	810	.13*	670	.10
WBR	f		1140		810	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.51</b>		<b>.59</b>	

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	150	.05	230	.08*
NBT	3	4800	530	.11*	330	.07
NBR	1	1600	150	.09	100	.06
SBL	2	2880	240	.08*	400	.14
SBT	2.5	6400	120	{.03}	870	{.21}*
SBR	1.5		270		610	
EBL	2	2880	390	.14*	410	.14*
EBT	4	6400	1030	.16	1380	.22
EBR	1	1600	40	.03	450	.28
WBL	2	2880	190	.07	160	.06
WBT	4	6400	950	.15*	910	.14*
WBR	f		1070		780	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.58</b>		<b>.67</b>	

26. Old Road & Magic Mtn

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	190	.07	200	.07*
NBT	3	4800	550	.11*	350	.07
NBR	1	1600	150	.09	100	.06
SBL	2	2880	340	.12*	490	.17
SBT	2.5	6400	80	{.02}	580	.18*
SBR	1.5		290		810	.25
EBL	2	2880	570	.20*	470	.16*
EBT	4	6400	1590	.25	1680	.26
EBR	1	1600	80	.05	240	.15
WBL	2	2880	180	.06	160	.06
WBT	4	6400	990	.15*	1260	.20*
WBR	f		1110		1100	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.68</b>	<b>.71</b>	

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	190	.07	210	.07*
NBT	3	4800	570	.12*	410	.09
NBR	1	1600	140	.09	100	.06
SBL	2	2880	370	.13*	500	.17
SBT	2.5	6400	90	.03	660	.21*
SBR	1.5		390	.12	890	.28
EBL	2	2880	600	.21*	560	.19*
EBT	4	6400	1790	.28	1850	.29
EBR	1	1600	90	.06	300	.19
WBL	2	2880	170	.06	170	.06
WBT	4	6400	1100	.17*	1470	.23*
WBR	f		1080		1150	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.73</b>	<b>.80</b>	

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	240	.08	310	.11*
NBT	3	4800	570	.12*	350	.07
NBR	1	1600	140	.09	90	.06
SBL	2	2880	440	.15*	620	.22
SBT	2.5	6400	90	.03	660	.21*
SBR	1.5		410	.13	900	.28
EBL	2	2880	640	.22*	580	.20*
EBT	4	6400	1810	.28	1930	.30
EBR	1	1600	100	.06	330	.21
WBL	2	2880	170	.06	160	.06
WBT	4	6400	1190	.19*	1500	.23*
WBR	f		1140		1250	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.78</b>	<b>.85</b>	

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	290	.10	430	.15*
NBT	3	4800	590	.12*	340	.07
NBR	1	1600	140	.09	100	.06
SBL	2	2880	550	.19*	660	.23
SBT	2.5	6400	90	.03	560	.18*
SBR	1.5		490	.15	960	.30
EBL	2	2880	630	.22*	580	.20*
EBT	5	8000	1800	.23	2050	.26
EBR	1	1600	110	.07	480	.30
WBL	2	2880	160	.06	140	.05
WBT	4	6400	1150	.18*	1500	.23*
WBR	f		1280		1390	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.81</b>	<b>.86</b>	

27. Old Road & Valencia

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	486	.17*	261	.09
NBT	3	4800	345	.07	766	.16*
NBR	1	1600	69	.04	432	.27
SBL	2	2880	159	.06	379	.13*
SBT	3	4800	306	.06*	765	.16
SBR	1	1600	164	.10	145	.09
EBL	2	2880	210	.07*	206	.07
EBT	4	6400	579	.09	377	.06*
EBR	1	1600	183	.11	175	.11
WBL	2	2880	298	.10	463	.16*
WBT	3	4800	679	.14*	388	.08
WBR	f		363		463	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.54</b>		<b>.61</b>

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	330	.11*	150	.05*
NBT	3	4800	250	.05	560	.12
NBR	1	1600	70	.04	310	.19
SBL	2	2880	150	.05	300	.10
SBT	3	4800	180	.04*	810	.17*
SBR	1	1600	120	.08	80	.05
EBL	2	2880	170	.06*	100	.03
EBT	4	6400	720	.11	450	.07*
EBR	1	1600	250	.16	150	.09
WBL	2	2880	80	.03	570	.20*
WBT	3	4800	1000	.21*	630	.13
WBR	f		260		370	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.52</b>		<b>.59</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	490	.17*	150	.05*
NBT	3	4800	190	.04	570	.12
NBR	1	1600	40	.03	310	.19
SBL	2	2880	140	.05	290	.10
SBT	3	4800	180	.04*	980	.20*
SBR	1	1600	130	.08	90	.06
EBL	2	2880	170	.06*	100	.03
EBT	4	6400	730	.11	450	.07*
EBR	1	1600	190	.12	140	.09
WBL	2	2880	70	.02	520	.18*
WBT	3	4800	1020	.21*	690	.14
WBR	f		250		370	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.58</b>		<b>.60</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	530	.18*	210	.07*
NBT	3	4800	210	.04	600	.13
NBR	1	1600	40	.03	320	.20
SBL	2	2880	140	.05	300	.10
SBT	3	4800	180	.04*	1060	.22*
SBR	1	1600	130	.08	110	.07
EBL	2	2880	190	.07*	110	.04
EBT	4	6400	830	.13	450	.07*
EBR	1	1600	230	.14	200	.13
WBL	2	2880	80	.03	540	.19*
WBT	3	4800	1020	.21*	870	.18
WBR	f		250		390	
Right Turn Adjustment					EBR	.01*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.60</b>		<b>.66</b>

27. Old Road & Valencia

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	400	.14*	320	.11
NBT	3	4800	170	.04	590	.12*
NBR	1	1600	30	.02	210	.13
SBL	2	2880	140	.05	310	.11*
SBT	3	4800	180	.04*	460	.10
SBR	1	1600	120	.08	180	.11
EBL	2	2880	290	.10*	160	.06*
EBT	4	6400	1420	.22	860	.13
EBR	1	1600	290	.18	170	.11
WBL	2	2880	70	.02	340	.12
WBT	3	4800	1330	.28*	1520	.32*
WBR	f		240		370	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.66</b>	<b>.71</b>	

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	480	.17*	500	.17*
NBT	3	4800	160	.03	670	.14
NBR	1	1600	20	.01	200	.13
SBL	2	2880	140	.05	300	.10
SBT	3	4800	180	.04*	580	.12*
SBR	1	1600	150	.09	200	.13
EBL	2	2880	330	.11*	210	.07*
EBT	4	6400	1970	.31	1360	.21
EBR	1	1600	330	.21	280	.18
WBL	2	2880	80	.03	330	.11
WBT	3	4800	1590	.33*	1890	.39*
WBR	f		240		350	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.75</b>	<b>.85</b>	

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	500	.17*	480	.17*
NBT	3	4800	190	.04	700	.15
NBR	1	1600	30	.02	240	.15
SBL	2	2880	140	.05	360	.13
SBT	3	4800	190	.04*	550	.11*
SBR	1	1600	150	.09	200	.13
EBL	2	2880	320	.11*	210	.07*
EBT	4	6400	2050	.32	1470	.23
EBR	1	1600	360	.23	330	.21
WBL	2	2880	70	.02	360	.13
WBT	3	4800	1620	.34*	2020	.42*
WBR	f		260		350	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.76</b>	<b>.87</b>	

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	550	.19*	490	.17
NBT	3	4800	230	.05	800	.17*
NBR	1	1600	40	.03	280	.18
SBL	2	2880	140	.05	360	.13*
SBT	3	4800	200	.04*	580	.12
SBR	1	1600	160	.10	200	.13
EBL	2	2880	340	.12*	210	.07*
EBT	4	6400	2060	.32	1310	.20
EBR	1	1600	330	.21	580	.36
WBL	2	2880	70	.02	400	.14
WBT	3	4800	1650	.34*	2040	.43*
WBR	f		280		370	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.79</b>	<b>.90</b>	

28. Old Road & McBean

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	47	.03*	178	.11*
NBT	3	4800	178	.04	505	.11
NBR	1	1600	138	.09	592	.37
SBL	1	1600	62	.04	166	.10
SBT	2	3200	250	.08*	397	.12*
SBR	1	1600	73	.05	231	.14
EBL	1	1600	141	.09	170	.11*
EBT	3	4800	852	.18*	437	.09
EBR	1	1600	128	.08	114	.07
WBL	2	2880	254	.09*	593	.21
WBT	2	3200	186	.11	588	.20*
WBR	0	0	154		47	
Right Turn Adjustment					NBR	.08*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.48</b>		<b>.72</b>

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	90	.06*	150	.09*
NBT	3	4800	280	.06	630	.13
NBR	1	1600	360	.23	770	.48
SBL	1	1600	50	.03	320	.20
SBT	2	3200	220	.07*	790	.25*
SBR	1	1600	30	.02	260	.16
EBL	1	1600	130	.08	160	.10*
EBT	3	4800	1120	.23*	510	.11
EBR	1	1600	120	.08	110	.07
WBL	2	2880	270	.09*	790	.27
WBT	2	3200	260	.16	870	.29*
WBR	0	0	270	.17	70	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.59</b>		<b>.89</b>

Note: Assumes Right-Turn Overlap for NBR

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	80	.05*	150	.09*
NBT	3	4800	340	.07	640	.13
NBR	1	1600	380	.24	770	.48
SBL	2	2880	40	.01	420	.15
SBT	2	3200	180	.06*	840	.26*
SBR	1	1600	10	.01	210	.13
EBL	1	1600	110	.07	150	.09*
EBT	3	4800	1000	.21*	510	.11
EBR	1	1600	130	.08	110	.07
WBL	2	2880	300	.10*	800	.28
WBT	2	3200	250	.16	860	.30*
WBR	0	0	300	.19	90	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.56</b>		<b>.84</b>

Note: Assumes Right-Turn Overlap for NBR

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	80	.05*	150	.09*
NBT	3	4800	380	.08	700	.15
NBR	1	1600	370	.23	760	.48
SBL	2	2880	60	.02	470	.16
SBT	2	3200	200	.06*	900	.28*
SBR	1	1600	10	.01	250	.16
EBL	1	1600	110	.07	160	.10*
EBT	3	4800	980	.20*	500	.10
EBR	1	1600	130	.08	110	.07
WBL	2	2880	290	.10*	730	.25
WBT	2	3200	250	.16	810	.29*
WBR	0	0	310	.19	110	
Right Turn Adjustment					NBR	.04*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.55</b>		<b>.86</b>

Note: Assumes Right-Turn Overlap for NBR

28. Old Road & McBean

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	80	.05*	120	.08*
NBT	3	4800	220	.05	670	.14
NBR	1	1600	350	.22	760	.48
SBL	2	2880	110	.04	200	.07
SBT	2	3200	210	.07*	500	.16*
SBR	1	1600	10	.01	140	.09
EBL	1	1600	80	.05	130	.08*
EBT	3	4800	1020	.21*	510	.11
EBR	1	1600	120	.08	100	.06
WBL	2	2880	310	.11*	820	.28
WBT	2	3200	250	.16	930	.35*
WBR	0	0	320	.20	180	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.10*		.10*

**TOTAL CAPACITY UTILIZATION** .57 .77

Note: Assumes Right-Turn Overlap for NBR

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	70	.04*	120	.08*
NBT	3	4800	220	.05	730	.15
NBR	1	1600	350	.22	740	.46
SBL	2	2880	130	.05	290	.10
SBT	2	3200	230	.07*	590	.18*
SBR	1	1600	10	.01	170	.11
EBL	1	1600	80	.05	130	.08
EBT	3	4800	1010	.21*	510	.11*
EBR	1	1600	110	.07	100	.06
WBL	2	2880	300	.10*	810	.28*
WBT	2	3200	240	.08	890	.28
WBR	1	1600	390	.24	370	.23
Right Turn Adjustment			NBR	.06*	NBR	.02*
Clearance Interval				.10*		.10*

**TOTAL CAPACITY UTILIZATION** .58 .77

Note: Assumes Right-Turn Overlap for NBR

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	70	.04*	110	.07*
NBT	3	4800	260	.05	770	.16
NBR	1	1600	330	.21	700	.44
SBL	2	2880	150	.05	280	.10
SBT	2	3200	240	.08*	670	.21*
SBR	1	1600	10	.01	160	.10
EBL	1	1600	90	.06	140	.09
EBT	3	4800	990	.21*	490	.10*
EBR	1	1600	110	.07	90	.06
WBL	2	2880	310	.11*	830	.29*
WBT	2	3200	250	.08	920	.29
WBR	1	1600	390	.24	360	.23
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.10*		.10*

**TOTAL CAPACITY UTILIZATION** .57 .77

Note: Assumes Right-Turn Overlap for NBR

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	70	.04*	120	.08
NBT	3	4800	300	.06	870	.18*
NBR	1	1600	320	.20	690	.43
SBL	2	2880	140	.05	440	.15*
SBT	2	3200	230	.07*	790	.25
SBR	1	1600	10	.01	170	.11
EBL	1	1600	100	.06	160	.10
EBT	3	4800	980	.20*	470	.10*
EBR	1	1600	110	.07	90	.06
WBL	2	2880	320	.11*	830	.29*
WBT	2	3200	250	.08	910	.28
WBR	1	1600	450	.28	410	.26
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.10*		.10*

**TOTAL CAPACITY UTILIZATION** .55 .82

Note: Assumes Right-Turn Overlap for NBR

29. Old Road & Pico

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	65	.04*	106	.07
NBT	2	3200	169	.08	349	.13*
NBR	0	0	84		56	
SBL	2	2880	288	.10	467	.16*
SBT	1	1600	301	.19*	222	.14
SBR	1	1600	19	.01	29	.02
EBL	1	1600	52	.03	61	.04*
EBT	2	3200	607	.19*	251	.08
EBR	1	1600	117	.07	23	.01
WBL	1	1600	51	.03*	70	.04
WBT	2	3200	320	.10	594	.19*
WBR	f		292		664	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.55</b>	<b>.62</b>	

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	70	.04	400	.25
NBT	2	3200	230	.09*	610	.26*
NBR	0	0	50		220	
SBL	2	2880	300	.10*	600	.21*
SBT	1	1600	150	.09	280	.18
SBR	1	1600	150	.09	270	.17
EBL	1	1600	360	.23*	60	.04*
EBT	2	3200	260	.08	140	.04
EBR	1	1600	50	.03	60	.04
WBL	1	1600	10	.01	70	.04
WBT	2	3200	1000	.31*	430	.13*
WBR	f		250		600	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.83</b>	<b>.74</b>	

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	70	.04	400	.25*
NBT	2	3200	260	.10*	610	.26
NBR	0	0	50		210	
SBL	2	2880	300	.10*	580	.20
SBT	1	1600	150	.09	350	.22*
SBR	1	1600	140	.09	290	.18
EBL	1	1600	390	.24*	60	.04*
EBT	2	3200	230	.07	130	.04
EBR	1	1600	50	.03	60	.04
WBL	1	1600	10	.01	70	.04
WBT	2	3200	970	.30*	410	.13*
WBR	f		260		600	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.84</b>	<b>.74</b>	

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	70	.04	380	.24*
NBT	2	3200	280	.10*	640	.25
NBR	0	0	50		150	
SBL	2	2880	290	.10*	560	.19
SBT	1	1600	150	.09	350	.22*
SBR	1	1600	150	.09	290	.18
EBL	1	1600	410	.26*	70	.04*
EBT	2	3200	220	.07	190	.06
EBR	1	1600	50	.03	60	.04
WBL	1	1600	10	.01	50	.03
WBT	2	3200	980	.31*	480	.15*
WBR	f		250		600	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.87</b>	<b>.75</b>	

29. Old Road & Pico

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	100	.06	410	.26
NBT	2	3200	210	.08*	570	.25*
NBR	0	0	50		220	
SBL	2	2880	300	.10*	520	.18*
SBT	1	1600	150	.09	230	.14
SBR	1	1600	140	.09	170	.11
EBL	1	1600	310	.19*	60	.04*
EBT	2	3200	280	.09	180	.06
EBR	1	1600	50	.03	70	.04
WBL	1	1600	10	.01	90	.06
WBT	2	3200	1020	.32*	500	.16*
WBR	f		220		610	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.79</b>		<b>.73</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	120	.08*	440	.28*
NBT	2	3200	210	.08	600	.23
NBR	0	0	50		150	
SBL	2	2880	290	.10	540	.19
SBT	1	1600	160	.10*	270	.17*
SBR	1	1600	140	.09	180	.11
EBL	1	1600	300	.19*	60	.04*
EBT	2	3200	360	.11	370	.12
EBR	1	1600	70	.04	90	.06
WBL	1	1600	10	.01	100	.06
WBT	2	3200	1040	.33*	690	.22*
WBR	f		220		620	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.80</b>		<b>.81</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	140	.09*	400	.25*
NBT	2	3200	230	.09	620	.24
NBR	0	0	50		150	
SBL	2	2880	290	.10	570	.20
SBT	1	1600	160	.10*	370	.23*
SBR	1	1600	160	.10	160	.10
EBL	1	1600	300	.19*	60	.04*
EBT	2	3200	480	.15	460	.14
EBR	1	1600	80	.05	110	.07
WBL	1	1600	10	.01	80	.05
WBT	2	3200	1100	.34*	830	.26*
WBR	f		220		610	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.82</b>		<b>.88</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	140	.09*	410	.26
NBT	2	3200	240	.09	670	.26*
NBR	0	0	50		150	
SBL	2	2880	280	.10	610	.21*
SBT	2	3200	170	.11*	460	.18
SBR	0	0	170		120	
EBL	1	1600	310	.19*	70	.04*
EBT	2	3200	570	.18	520	.16
EBR	1	1600	90	.06	220	.14
WBL	1	1600	10	.01	80	.05
WBT	2	3200	1110	.35*	890	.28*
WBR	f		240		640	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.84</b>		<b>.89</b>

80. Wolcott & SR-126

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	1		0	
NBT	1	1600	3	.00	0	.00
NBR	0	0	3		0	
SBL	1.5		1		9	
SBT	0.5	3200	1	.00*	0	.00*
SBR	1	1600	5	.00	21	.01
EBL	1	1600	14	.01*	2	.00
EBT	2	3200	655	.21	1150	.36*
EBR	0	0	6		0	
WBL	1	1600	3	.00	1	.00
WBT	2	3200	748	.23*	870	.27
WBR	1	1600	2	.00	6	.00
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.34</b>		<b>.46</b>

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	90	.06*	10	.01*
NBR	2	3200	320	.10	810	.25
SBL	2	2880	10	.00	180	.06*
SBT	1	1600	20	.01	50	.03
SBR	1	1600	10	.01	60	.04
EBL	1	1600	130	.08	10	.01
EBT	3	4800	910	.19*	1500	.31*
EBR	1	1600	10	.01	10	.01
WBL	2	2880	550	.19*	610	.21*
WBT	3	4800	1180	.25	1310	.27
WBR	1	1600	160	.10	10	.01
Right Turn Adjustment					NBR	.08*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.54</b>		<b>.77</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	100	.06*	10	.01*
NBR	2	3200	320	.10	820	.26
SBL	2	2880	10	.00	190	.07*
SBT	1	1600	20	.01	40	.03
SBR	1	1600	10	.01	60	.04
EBL	1	1600	130	.08	10	.01
EBT	3	4800	930	.19*	1520	.32*
EBR	1	1600	10	.01	10	.01
WBL	2	2880	550	.19*	620	.22*
WBT	3	4800	1230	.26	1350	.28
WBR	1	1600	170	.11	10	.01
Right Turn Adjustment					NBR	.08*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.54</b>		<b>.80</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	110	.07*	10	.01*
NBR	2	3200	310	.10	810	.25
SBL	2	2880	10	.00	210	.07*
SBT	1	1600	20	.01	40	.03
SBR	1	1600	10	.01	70	.04
EBL	1	1600	200	.13	10	.01
EBT	3	4800	940	.20*	1540	.32*
EBR	1	1600	10	.01	10	.01
WBL	2	2880	530	.18*	620	.22*
WBT	3	4800	1190	.25	1330	.28
WBR	1	1600	180	.11	10	.01
Right Turn Adjustment					NBR	.07*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.55</b>		<b>.79</b>

80. Wolcott & SR-126

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	90	.06*	10	.01*
NBR	2	3200	320	.10	750	.23
SBL	2	2880	10	.00	210	.07*
SBT	1	1600	20	.01	40	.03
SBR	1	1600	10	.01	90	.06
EBL	1	1600	270	.17	10	.01
EBT	3	4800	1090	.23*	1410	.29*
EBR	1	1600	10	.01	10	.01
WBL	2	2880	480	.17*	610	.21*
WBT	3	4800	940	.20	1390	.29
WBR	1	1600	180	.11	10	.01
Right Turn Adjustment					NBR	.06*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.56</b>		<b>.74</b>	

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	70	.04*	10	.01*
NBR	2	3200	330	.10	650	.20
SBL	2	2880	20	.01*	190	.07*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	20	.01	150	.09
EBL	1	1600	380	.24	10	.01
EBT	3	4800	1750	.36*	1670	.35*
EBR	1	1600	10	.01	10	.01
WBL	2	2880	430	.15*	570	.20*
WBT	3	4800	1080	.23	2000	.42
WBR	1	1600	170	.11	10	.01
Right Turn Adjustment					NBR	.04*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.66</b>		<b>.77</b>	

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	60	.04*	10	.01*
NBR	2	3200	320	.10	620	.19
SBL	2	2880	10	.00	170	.06*
SBT	1	1600	10	.01	30	.02
SBR	1	1600	30	.02	190	.12
EBL	1	1600	440	.28	10	.01
EBT	3	4800	2330	.49*	2230	.46*
EBR	1	1600	10	.01	10	.01
WBL	2	2880	390	.14*	550	.19*
WBT	3	4800	1550	.32	2730	.57
WBR	1	1600	140	.09	10	.01
Right Turn Adjustment					NBR	.04*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.77</b>		<b>.86</b>	

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	60	.04*	10	.01*
NBR	2	3200	310	.10	610	.19
SBL	2	2880	10	.00	160	.06*
SBT	1	1600	10	.01	40	.03
SBR	1	1600	30	.02	250	.16
EBL	1	1600	490	.31*	10	.01
EBT	4	6400	2680	.42	2690	.42*
EBR	1	1600	10	.01	10	.01
WBL	2	2880	390	.14	540	.19*
WBT	4	6400	1960	.31*	3120	.49
WBR	1	1600	140	.09	10	.01
Right Turn Adjustment					SBR	.01*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.76</b>		<b>.79</b>	

81. Commerce Ctr & Henry Mayo

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	10	.01*	190	.12*
SBT	0	0	0		0	
SBR	1	1600	20	.01	60	.04
EBL	1	1600	80	.05*	230	.14*
EBT	2	3200	20	.01	160	.05
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	1	1600	20	.01*	20	.01*
WBR	1	1600	110	.07	70	.04
Right Turn Adjustment			WBR	.05*		
Clearance Interval				.10*		.10*

TOTAL CAPACITY UTILIZATION .22 .37

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.01	10	.01
NBT	3	4800	1020	.21*	260	.06*
NBR	0	0	10		10	
SBL	2	2880	0	.00	140	.05*
SBT	3	4800	60	.02	320	.08
SBR	0	0	20		70	
EBL	1	1600	80	.05*	230	.14*
EBT	2	3200	20	.01	60	.02
EBR	1	1600	90	.06	220	.14
WBL	1.5		0		20	
WBT	0.5	3200	10	.01*	10	.01*
WBR	1	1600	20	.01	40	.03
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .37 .36

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.01	10	.01
NBT	3	4800	1320	.28*	270	.06*
NBR	0	0	20		10	
SBL	2	2880	0	.00	190	.07*
SBT	3	4800	90	.02	520	.12
SBR	0	0	20		60	
EBL	1	1600	80	.05*	260	.16*
EBT	2	3200	30	.01	50	.02
EBR	1	1600	80	.05	280	.18
WBL	1.5		10	.01	40	
WBT	0.5	3200	20	.01*	10	.02*
WBR	1	1600	20	.01	40	.03
Right Turn Adjustment					EBR	.01*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						

TOTAL CAPACITY UTILIZATION .44 .42

81. Commerce Ctr & Henry Mayo

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.01	20	.01*
NBT	3	4800	1340	.29*	480	.11
NBR	0	0	70		40	
SBL	2	2880	10	.00	140	.05
SBT	3	4800	170	.04	740	.17*
SBR	0	0	20		60	
EBL	1	1600	130	.08*	260	.16*
EBT	2	3200	60	.02	40	.01
EBR	1	1600	80	.05	210	.13
WBL	1.5		40		100	
WBT	0.5	3200	10	.02*	10	.03*
WBR	1	1600	40	.03	60	.04
Right Turn Adjustment			WBR	.01*		
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						

**TOTAL CAPACITY UTILIZATION** .50 .47

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.01	20	.01*
NBT	3	4800	1440	.32*	660	.15
NBR	0	0	110		80	
SBL	2	2880	20	.01*	50	.02
SBT	3	4800	230	.05	890	.20*
SBR	0	0	20		60	
EBL	1	1600	320	.20*	290	.18*
EBT	2	3200	120	.04	60	.02
EBR	1	1600	120	.08	230	.14
WBL	1.5		60		150	
WBT	0.5	3200	10	.02*	10	.05*
WBR	1	1600	50	.03	110	.07
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						

**TOTAL CAPACITY UTILIZATION** .65 .54

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.01	20	.01
NBT	3	4800	1540	.35*	890	.21*
NBR	0	0	140		110	
SBL	2	2880	20	.01*	60	.02*
SBT	3	4800	300	.07	950	.21
SBR	0	0	20		50	
EBL	1	1600	400	.25*	300	.19*
EBT	2	3200	170	.05	90	.03
EBR	1	1600	200	.13	320	.20
WBL	1.5		110		220	
WBT	0.5	3200	10	.04*	10	.07*
WBR	1	1600	60	.04	180	.11
Right Turn Adjustment					WBR	.02*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						

**TOTAL CAPACITY UTILIZATION** .75 .61

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	20	.01	20	.01
NBT	3	4800	1620	.39*	980	.23*
NBR	0	0	240		140	
SBL	2	2880	70	.02*	70	.02*
SBT	3	4800	280	.06	1040	.23
SBR	0	0	20		50	
EBL	1	1600	380	.24*	300	.19*
EBT	2	3200	250	.08	140	.04
EBR	1	1600	220	.14	380	.24
WBL	1.5		90		300	
WBT	0.5	3200	10	.03*	10	.10*
WBR	1	1600	80	.05	270	.17
Right Turn Adjustment					Multi	.08*
Clearance Interval				.10*		.10*
Note: Assumes E/W Split Phasing						

**TOTAL CAPACITY UTILIZATION** .78 .72

82. Commerce Ctr & SR-126 EB Rmp

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	160	.03*	230	.05
NBR	f		30		80	
SBL	0	0	0		0	
SBT	2	3200	40	.01	250	.08*
SBR	f		340		1160	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.13</b>		<b>.18</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	1050	.22*	400	.08
NBR	f		70		120	
SBL	0	0	0		0	
SBT	2	3200	90	.03	520	.16*
SBR	f		380		1300	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.32</b>		<b>.26</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	1320	.28*	440	.09
NBR	f		90		130	
SBL	0	0	0		0	
SBT	2	3200	120	.04	780	.24*
SBR	f		420		1400	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.38</b>		<b>.34</b>

82. Commerce Ctr & SR-126 EB Rmp

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	1310	.27*	540	.11
NBR	f		200		250	
SBL	0	0	0		0	
SBT	2	3200	200	.06	940	.29*
SBR	f		420		1430	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.37</b>		<b>.39</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	1520	.32*	740	.15
NBR	f		300		320	
SBL	0	0	0		0	
SBT	2	3200	260	.08	1000	.31*
SBR	f		400		1370	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.42</b>		<b>.41</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	1690	.35*	950	.20
NBR	f		320		420	
SBL	0	0	0		0	
SBT	2	3200	340	.11	1060	.33*
SBR	f		380		1330	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.45</b>		<b>.43</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	3	4800	1760	.37*	1130	.24
NBR	f		330		410	
SBL	0	0	0		0	
SBT	2	3200	370	.12	1160	.36*
SBR	f		330		1400	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.47</b>		<b>.46</b>

83. Commerce Ctr & SR-126 WB Rmps

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	90	.03*	50	.02*
NBT	3	4800	80	.02	180	.04
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	360	.08*	1360	.28*
SBR	1	1600	110	.07	220	.14
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	20	.01*	40	.01*
WBT	0	0	0		0	
WBR	2	3200	1270	.40	460	.14
Right Turn Adjustment			WBR	.32*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.54</b>		<b>.41</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	290	.10*	140	.05*
NBT	3	4800	760	.16	250	.05
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	430	.09*	1710	.36*
SBR	1	1600	110	.07	240	.15
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	40	.01*	110	.04*
WBT	0	0	0		0	
WBR	2	3200	1280	.40	510	.16
Right Turn Adjustment			WBR	.37*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.67</b>		<b>.55</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	270	.09	120	.04*
NBT	3	4800	1050	.22*	320	.07
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	490	.10	2040	.43*
SBR	1	1600	120	.08	270	.17
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	40	.01*	140	.05*
WBT	0	0	0		0	
WBR	2	3200	1350	.42	550	.17
Right Turn Adjustment			WBR	.41*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.74</b>		<b>.62</b>

83. Commerce Ctr & SR-126 WB Rmps

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	170	.06	160	.06*
NBT	3	4800	1150	.24*	380	.08
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	520	.11	2140	.45*
SBR	1	1600	120	.08	320	.20
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	100	.03*	230	.08*
WBT	0	0	0		0	
WBR	2	3200	1420	.44	510	.16
Right Turn Adjustment			WBR	.41*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.78</b>		<b>.69</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	200	.07	270	.09*
NBT	3	4800	1320	.28*	480	.10
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	540	.11	2080	.43*
SBR	1	1600	140	.09	500	.31
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	110	.04*	290	.10*
WBT	0	0	0		0	
WBR	2	3200	1350	.42	540	.17
Right Turn Adjustment			WBR	.38*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.80</b>		<b>.72</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	260	.09	410	.14*
NBT	3	4800	1430	.30*	530	.11
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	560	.12	2060	.43*
SBR	1	1600	160	.10	610	.38
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	150	.05*	320	.11*
WBT	0	0	0		0	
WBR	2	3200	1300	.41	510	.16
Right Turn Adjustment			WBR	.36*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.81</b>		<b>.78</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	310	.11	550	.19*
NBT	3	4800	1440	.30*	580	.12
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	3	4800	560	.12	2220	.46*
SBR	1	1600	180	.11	630	.39
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	2	2880	140	.05*	340	.12*
WBT	0	0	0		0	
WBR	2	3200	1280	.40	520	.16
Right Turn Adjustment			WBR	.35*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.80</b>		<b>.87</b>

96. Martinez/Potrero & SR-126

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	3		7	
SBT	1	1600	0	.00*	0	.01*
SBR	0	0	2		4	
EBL	1	1600	1	.00	2	.00
EBT	2	3200	592	.19	1126	.35*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	738	.23*	796	.25
WBR	0	0	2		4	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.33</b>		<b>.46</b>

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	10		10	
SBT	1	1600	0	.01*	0	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01	0	.00
EBT	2	3200	840	.26*	1010	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	680	.22	1090	.34*
WBR	0	0	10		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.37</b>		<b>.45</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	10		10	
SBT	1	1600	0	.01*	0	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01	0	.00
EBT	2	3200	860	.27*	1020	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	710	.23	1110	.35*
WBR	0	0	10		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.38</b>		<b>.46</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	10		10	
SBT	1	1600	0	.01*	0	.01*
SBR	0	0	10		10	
EBL	1	1600	10	.01	0	.00
EBT	2	3200	860	.27*	1020	.32
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	700	.22	1110	.35*
WBR	0	0	10		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.38</b>		<b>.46</b>

96. Martinez/Potrero & SR-126

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	30		20	
SBT	1	1600	0	.03*	0	.02*
SBR	0	0	10		10	
EBL	1	1600	10	.01	10	.01*
EBT	2	3200	890	.28*	1050	.33
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	740	.23	1140	.37*
WBR	0	0	10		40	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.41</b>		<b>.50</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	70	.04*	40	.03*
SBT	1	1600	0	.01	0	.01
SBR	0	0	20		10	
EBL	1	1600	10	.01	10	.01*
EBT	2	3200	960	.30*	1130	.35
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	810	.25	1230	.38*
WBR	1	1600	30	.02	70	.04
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.44</b>		<b>.52</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1	1600	90	.06*	50	.03*
SBT	1	1600	0	.02	0	.01
SBR	0	0	30		20	
EBL	1	1600	20	.01	30	.02*
EBT	2	3200	1270	.40*	1330	.42
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3200	900	.28	1570	.49*
WBR	1	1600	40	.03	120	.08
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.56</b>		<b>.64</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	10	.01	10	.01
NBT	1	1600	10	.12*	10	.06*
NBR	0	0	180		90	
SBL	2	2880	130	.05*	70	.02*
SBT	1	1600	0	.00	10	.01
SBR	1	1600	30	.02	20	.01
EBL	1	1600	20	.01	30	.02*
EBT	2	3200	1320	.41*	1350	.42
EBR	1	1600	10	.01	10	.01
WBL	1	1600	30	.02*	180	.11
WBT	2	3200	920	.29	1670	.52*
WBR	1	1600	50	.03	170	.11
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.70</b>		<b>.72</b>

101. Long Cyn & Potrero Cyn

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	0	.00	10	.00
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	f		20		20	
Clearance Interval				.10*	.10*	
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.10</b>	<b>.10</b>	

101. Long Cyn & Potrero Cyn

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1600	0	.00*	0	.00*
NBR	1	1600	0	.00	0	.00
SBL	2	2880	70	.02*	280	.10*
SBT	1	1600	0	.00	0	.00
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	1	1600	0	.00	0	.00
WBT	0	0	0		0	
WBR	f		440		170	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.12</b>		<b>.20</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	0	.00
NBT	1	1600	0	.00*	0	.00
NBR	1	1600	0	.00	0	.00
SBL	2	2880	110	.04*	350	.12
SBT	0.5	3200	0	.00	0	{.13}*
SBR	1.5		140		590	
EBL	2	2880	440	.15*	400	.14*
EBT	3	4800	140	.03	80	.02
EBR	0	0	0		0	
WBL	1	1600	0	.00	0	.00
WBT	2	3200	60	.02*	140	.04*
WBR	f		480		240	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.31</b>		<b>.41</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	0	.00
NBT	1	1600	0	.00*	0	.00
NBR	1	1600	0	.00	0	.00
SBL	2	2880	140	.05*	450	.16
SBT	0.5	3200	0	.00	0	{.23}*
SBR	1.5		240		1000	
EBL	2	2880	860	.30*	620	.22*
EBT	3	4800	200	.04	280	.06
EBR	0	0	0		0	
WBL	1	1600	0	.00	0	.00
WBT	2	3200	60	.02*	310	.10*
WBR	f		520		320	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.47</b>		<b>.65</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	0	.00
NBT	1	1600	0	.00*	0	.00
NBR	1	1600	0	.00	0	.00
SBL	2	2880	240	.08*	470	.16
SBT	0.5	3200	0	.00	0	{.26}*
SBR	1.5		320		1160	
EBL	2	2880	900	.31*	780	.27*
EBT	3	4800	100	.02	510	.11
EBR	0	0	0		0	
WBL	1	1600	0	.00	0	.00
WBT	2	3200	40	.01*	560	.18*
WBR	f		570		450	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.50</b>		<b>.81</b>

102. Newhall Ranch & Potrero Cyn

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	f		20		20	
EBL	2	2880	10	.00	10	.00
EBT	0	0	0		0	
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.10</b>		<b>.10</b>

102. Newhall Ranch & Potrero Cyn

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	0	.00	0	.00
NBT	2	3200	0	.00*	0	.00*
NBR	1	1600	0	.00	0	.00
SBL	2	2880	100	.03*	90	.03*
SBT	2	3200	0	.00	0	.00
SBR	f		20		20	
EBL	2	2880	0	.00	10	.00
EBT	2	3200	50	.02	220	.07*
EBR	1	1600	0	.00	0	.00
WBL	1	1600	0	.00	0	.00
WBT	2	3200	340	.11*	120	.04
WBR	1	1600	70	.04	160	.10
Right Turn Adjustment					WBR	.01*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.24</b>		<b>.21</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	0	.00	0	.00
NBT	2	3200	0	.00*	0	.00*
NBR	1	1600	0	.00	0	.00
SBL	2	2880	290	.10*	170	.06*
SBT	2	3200	0	.00	0	.00
SBR	f		100		180	
EBL	2	2880	70	.02*	140	.05*
EBT	2	3200	410	.13	610	.19
EBR	1	1600	0	.00	0	.00
WBL	1	1600	0	.00	0	.00
WBT	2	3200	450	.14*	620	.19*
WBR	1	1600	210	.13	310	.19
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.36</b>		<b>.40</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	0	.00	0	.00
NBT	2	3200	0	.00*	0	.00*
NBR	1	1600	0	.00	0	.00
SBL	2	2880	280	.10*	190	.07*
SBT	2	3200	0	.00	0	.00
SBR	f		120		280	
EBL	2	2880	130	.05*	230	.08*
EBT	2	3200	690	.22	880	.28
EBR	1	1600	0	.00	0	.00
WBL	1	1600	0	.00	0	.00
WBT	2	3200	580	.18*	830	.26*
WBR	1	1600	250	.16	320	.20
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.43</b>		<b>.51</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	40	.01	30	.01*
NBT	2	3200	320	.10*	190	.06
NBR	1	1600	350	.22	340	.21
SBL	2	2880	310	.11*	180	.06
SBT	2	3200	80	.03	340	.11*
SBR	f		150		420	
EBL	2	2880	220	.08*	280	.10
EBT	2	3200	750	.23	950	.30*
EBR	1	1600	20	.01	80	.05
WBL	1	1600	90	.06	280	.18*
WBT	2	3200	690	.22*	990	.31
WBR	1	1600	300	.19	310	.19
Right Turn Adjustment					NBR	.07*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.68</b>		<b>.71</b>

103. Pico Cyn & Valencia

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	0	.00	0	.00
NBT	0	0	0		0	
NBR	1	1600	0	.00	0	.00
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	470	.15	510	.16
EBR	1	1600	0	.00	0	.00
WBL	1	1600	0	.00	0	.00
WBT	2	3200	500	.16*	610	.19*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.26</b>		<b>.29</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	150	.05*	380	.13*
NBT	0	0	0		0	
NBR	1	1600	20	.01	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1170	.37*	840	.26
EBR	1	1600	140	.09	270	.17
WBL	1	1600	10	.01*	20	.01
WBT	2	3200	660	.21	1160	.36*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.53</b>		<b>.59</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	230	.08*	600	.21*
NBT	0	0	0		0	
NBR	1	1600	20	.01	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1400	.44*	1050	.33
EBR	1	1600	260	.16	390	.24
WBL	1	1600	10	.01*	20	.01
WBT	2	3200	760	.24	1370	.43*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.63</b>		<b>.74</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	260	.09*	670	.23*
NBT	0	0	0		0	
NBR	1	1600	10	.01	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1460	.46*	1060	.33
EBR	1	1600	380	.24	560	.35
WBL	1	1600	10	.01*	20	.01
WBT	2	3200	870	.27	1490	.47*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.66</b>		<b>.80</b>

104. Poe & Valencia

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	0	.00
NBT	0	0	0		0	
NBR	1	1600	190	.12	20	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	0	.00*	0	.00*
EBR	1	1600	0	.00	0	.00
WBL	1	1600	70	.04*	140	.09*
WBT	2	3200	0	.00	0	.00
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.09*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.23</b>		<b>.19</b>	

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	0	.00
NBT	0	0	0		0	
NBR	1	1600	200	.13	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	0	.00*	0	.00*
EBR	1	1600	0	.00	0	.00
WBL	1	1600	70	.04*	150	.09*
WBT	2	3200	0	.00	0	.00
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.10*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.24</b>		<b>.19</b>	

104. Poe & Valencia

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	190	.12*	150	.09*
NBT	0	0	0		0	
NBR	1	1600	140	.09	40	.03
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	380	.12*	300	.09*
EBR	1	1600	90	.06	210	.13
WBL	1	1600	60	.04*	80	.05*
WBT	2	3200	310	.10	460	.14
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.38</b>		<b>.33</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	160	.10*	140	.09*
NBT	0	0	0		0	
NBR	1	1600	160	.10	60	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1070	.33*	680	.21
EBR	1	1600	120	.08	180	.11
WBL	1	1600	60	.04*	70	.04
WBT	2	3200	500	.16	1040	.33*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.57</b>		<b>.52</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	180	.11*	170	.11*
NBT	0	0	0		0	
NBR	1	1600	150	.09	60	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1280	.40*	840	.26
EBR	1	1600	130	.08	220	.14
WBL	1	1600	50	.03*	80	.05
WBT	2	3200	580	.18	1220	.38*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.64</b>		<b>.59</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	210	.13*	180	.11*
NBT	0	0	0		0	
NBR	1	1600	150	.09	70	.04
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3200	1340	.42*	820	.26
EBR	1	1600	130	.08	250	.16
WBL	1	1600	40	.03*	100	.06
WBT	2	3200	670	.21	1330	.42*
WBR	0	0	0		0	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.68</b>		<b>.63</b>

105. Westridge & Valencia

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	36	.02	1	.00
NBT	1	1600	1	.00*	3	.00*
NBR	1	1600	47	.03	30	.02
SBL	2	2880	335	.12*	100	.03*
SBT	1	1600	9	.01	2	.00
SBR	1	1600	26	.02	0	.00
EBL	1	1600	4	.00	2	.00
EBT	3	4800	985	.21	209	.04*
EBR	0	0	15		3	
WBL	1	1600	29	.02	23	.01*
WBT	3	4800	1230	.26*	157	.03
WBR	1	1600	61	.04	120	.08
Right Turn Adjustment					Multi	.02*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.48</b>		<b>.20</b>	

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	0	.00
NBT	1	1600	0	.00	0	.00
NBR	1	1600	0	.00	0	.00
SBL	2	2880	0	.00	0	.00
SBT	1	1600	0	.00*	0	.00*
SBR	1	1600	20	.01	10	.01
EBL	1	1600	20	.01*	10	.01*
EBT	3	4800	480	.10	280	.06
EBR	0	0	0		0	
WBL	1	1600	0	.00	0	.00
WBT	3	4800	940	.20*	220	.05*
WBR	1	1600	50	.03	100	.06
Right Turn Adjustment					WBR	.01*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.31</b>		<b>.17</b>	

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	0	.00
NBT	1	1600	0	.00	0	.00
NBR	1	1600	0	.00	0	.00
SBL	2	2880	10	.00	10	.00
SBT	1	1600	0	.00*	0	.00*
SBR	1	1600	60	.04	50	.03
EBL	1	1600	110	.07*	30	.02*
EBT	3	4800	510	.11	280	.06
EBR	0	0	0		0	
WBL	1	1600	0	.00	0	.00
WBT	3	4800	860	.18*	310	.06*
WBR	1	1600	360	.23	140	.09
Right Turn Adjustment			WBR	.05*	Multi	.04*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.40</b>		<b>.22</b>	

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	0	.00
NBT	1	1600	0	.00*	0	.00
NBR	1	1600	0	.00	0	.00
SBL	2	2880	30	.01*	10	.00
SBT	1	1600	0	.00	0	.00*
SBR	1	1600	90	.06	60	.04
EBL	1	1600	130	.08*	40	.03*
EBT	3	4800	640	.13	360	.08
EBR	0	0	0		0	
WBL	1	1600	0	.00	0	.00
WBT	3	4800	840	.18*	450	.09*
WBR	1	1600	430	.27	260	.16
Right Turn Adjustment			WBR	.08*	Multi	.09*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.45</b>		<b>.31</b>	

105. Westridge & Valencia

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	0	.00
NBT	1	1600	0	.00*	0	.00*
NBR	1	1600	0	.00	0	.00
SBL	2	2880	80	.03*	30	.01*
SBT	1	1600	0	.00	0	.00
SBR	1	1600	80	.05	50	.03
EBL	1	1600	130	.08*	40	.03*
EBT	3	4800	1370	.29	820	.17
EBR	0	0	0		0	
WBL	1	1600	0	.00	0	.00
WBT	3	4800	1180	.25*	1260	.26*
WBR	1	1600	270	.17	320	.20
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.46</b>		<b>.40</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	0	.00
NBT	1	1600	0	.00*	0	.00*
NBR	1	1600	0	.00	0	.00
SBL	2	2880	80	.03*	50	.02*
SBT	1	1600	0	.00	0	.00
SBR	1	1600	90	.06	60	.04
EBL	1	1600	130	.08	40	.03*
EBT	3	4800	1990	.41*	1460	.30
EBR	0	0	0		0	
WBL	1	1600	0	.00	0	.00
WBT	3	4800	1530	.32	1880	.39*
WBR	1	1600	290	.18	320	.20
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.54</b>		<b>.54</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	0	.00
NBT	1	1600	0	.00*	0	.00*
NBR	1	1600	0	.00	0	.00
SBL	2	2880	60	.02*	100	.03*
SBT	1	1600	0	.00	0	.00
SBR	1	1600	90	.06	70	.04
EBL	1	1600	140	.09	40	.03*
EBT	3	4800	2120	.44*	1580	.33
EBR	0	0	0		0	
WBL	1	1600	0	.00	0	.00
WBT	3	4800	1560	.33	2010	.42*
WBR	1	1600	320	.20	310	.19
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.56</b>		<b>.58</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	0	.00	0	.00
NBT	1	1600	0	.00*	0	.00*
NBR	1	1600	0	.00	0	.00
SBL	2	2880	60	.02*	230	.08*
SBT	1	1600	0	.00	0	.00
SBR	1	1600	80	.05	90	.06
EBL	1	1600	140	.09	50	.03*
EBT	3	4800	2130	.44*	1540	.32
EBR	0	0	0		0	
WBL	1	1600	0	.00	0	.00
WBT	3	4800	1610	.34	2070	.43*
WBR	1	1600	350	.22	300	.19
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.56</b>		<b>.64</b>

106. Commerce Center & Magic Mtn

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	0	.00	0	.00
SBT	0	0	0		0	
SBR	1	1600	0	.00	0	.00
EBL	2	2880	0	.00	0	.00
EBT	3	4800	420	.09*	650	.14
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	360	.08	670	.14*
WBR	1	1600	0	.00	0	.00
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.19</b>		<b>.24</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	70	.02*	270	.09*
SBT	0	0	0		0	
SBR	1	1600	90	.06	50	.03
EBL	2	2880	240	.08*	20	.01*
EBT	3	4800	440	.09	590	.12
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	340	.07*	600	.13*
WBR	1	1600	810	.51	100	.06
Right Turn Adjustment			WBR	.42*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.69</b>		<b>.33</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	80	.03*	460	.16*
SBT	0	0	0		0	
SBR	1	1600	100	.06	80	.05
EBL	2	2880	240	.08	10	.00
EBT	3	4800	850	.18*	790	.16
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	460	.10	990	.21*
WBR	1	1600	1040	.65	140	.09
Right Turn Adjustment			WBR	.53*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.84</b>		<b>.47</b>

106. Commerce Center & Magic Mtn

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	280	.10*	500	.17*
SBT	0	0	0		0	
SBR	1	1600	120	.08	200	.13
EBL	2	2880	240	.08	40	.01*
EBT	3	4800	1260	.26*	1010	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	580	.12	1330	.28*
WBR	1	1600	920	.58	400	.25
Right Turn Adjustment			WBR	.32*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.78</b>		<b>.56</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	580	.20*	750	.26*
SBT	0	0	0		0	
SBR	1	1600	160	.10	360	.23
EBL	2	2880	400	.14*	110	.04*
EBT	3	4800	1230	.26	1140	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	710	.15*	1280	.27*
WBR	f		1110		790	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.59</b>		<b>.67</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	700	.24*	900	.31*
SBT	0	0	0		0	
SBR	1	1600	190	.12	430	.27
EBL	2	2880	490	.17*	130	.05*
EBT	3	4800	1200	.25	1170	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	750	.16*	1240	.26*
WBR	f		1280		920	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.67</b>		<b>.72</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	2	2880	790	.27*	1010	.35*
SBT	0	0	0		0	
SBR	1	1600	190	.12	520	.33
EBL	2	2880	610	.21*	150	.05*
EBT	3	4800	1090	.23	1220	.25
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	4800	760	.16*	1140	.24*
WBR	f		1360		1140	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.74</b>		<b>.74</b>

107. Westridge & Magic Mtn

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		80	.03*	110	.03*
NBT	0	4800	0		0	
NBR	1.5		10	.01	10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	4800	400	.08*	640	.13*
EBR	1	1600	20	.01	10	.01
WBL	2	2880	0	.00	10	.00
WBT	3	4800	280	.06	560	.12
WBR	0	0	0		0	
Clearance Interval				.10*	.10*	
Note: Assumes Right-Turn Overlap for EBR						

**TOTAL CAPACITY UTILIZATION** .21 .26

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		540	.17*	180	.06*
NBT	0	4800	0		0	
NBR	1.5		10		10	.01
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	4800	430	.09	760	.16*
EBR	1	1600	80	.05	100	.06
WBL	2	2880	0	.00	10	.00
WBT	3	4800	610	.13*	530	.11
WBR	0	0	0		0	
Clearance Interval				.10*	.10*	
Note: Assumes Right-Turn Overlap for EBR						

**TOTAL CAPACITY UTILIZATION** .40 .32

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		670	.21*	320	.10*
NBT	0	4800	0		0	
NBR	1.5		20	.01	10	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	4800	800	.17	1100	.23*
EBR	1	1600	140	.09	150	.09
WBL	2	2880	10	.00	20	.01*
WBT	3	4800	830	.17*	800	.17
WBR	0	0	0		0	
Clearance Interval				.10*	.10*	
Note: Assumes Right-Turn Overlap for EBR						

**TOTAL CAPACITY UTILIZATION** .48 .44

107. Westridge & Magic Mtn

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		500	.16*	340	.11*
NBT	0	4800	0		0	
NBR	1.5		100	.06	40	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	4800	1380	.29*	1380	.29*
EBR	1	1600	160	.10	130	.08
WBL	2	2880	20	.01*	90	.03*
WBT	3	4800	990	.21	1380	.29
WBR	0	0	0		0	
Clearance Interval				.10*	.10*	
Note: Assumes Right-Turn Overlap for EBR						

**TOTAL CAPACITY UTILIZATION** .56 .53

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		570	.18*	370	.12*
NBT	0	4800	0		0	
NBR	1.5		180	.11	100	.06
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	4800	1630	.34*	1700	.35*
EBR	1	1600	180	.11	190	.12
WBL	2	2880	30	.01*	180	.06*
WBT	3	4800	1250	.26	1700	.35
WBR	0	0	0		0	
Clearance Interval				.10*	.10*	
Note: Assumes Right-Turn Overlap for EBR						

**TOTAL CAPACITY UTILIZATION** .63 .63

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		610	.19*	370	.12*
NBT	0	4800	0		0	
NBR	1.5		200	.13	110	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	4800	1740	.36*	1810	.38*
EBR	1	1600	160	.10	260	.16
WBL	2	2880	30	.01*	200	.07*
WBT	3	4800	1420	.30	1790	.37
WBR	0	0	0		0	
Clearance Interval				.10*	.10*	
Note: Assumes Right-Turn Overlap for EBR						

**TOTAL CAPACITY UTILIZATION** .66 .67

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		650	.20*	380	.12*
NBT	0	4800	0		0	
NBR	1.5		210	.13	120	.08
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	4800	1730	.36*	1800	.38*
EBR	1	1600	150	.09	430	.27
WBL	2	2880	30	.01*	210	.07*
WBT	3	4800	1460	.30	1910	.40
WBR	0	0	0		0	
Clearance Interval				.10*	.10*	
Note: Assumes Right-Turn Overlap for EBR						

**TOTAL CAPACITY UTILIZATION** .67 .67

110. Chiquito Cyn & SR-126

Existing Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	1	1600	0	.00*	0	.00*
NBR	0	0	1		0	
SBL	1	1600	72	.05*	31	.02*
SBT	0	0	0		0	
SBR	1	1600	12	.01	14	.01
EBL	1	1600	4	.00	21	.01
EBT	2	3200	592	.19	1035	.32*
EBR	0	0	1		1	
WBL	0	0	0		1	
WBT	2	3200	737	.23*	770	.24
WBR	1	1600	25	.02	52	.03
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.38</b>		<b>.44</b>

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	30	.02*	70	.04*
NBT	2	3200	20	.01	80	.03
NBR	2	3200	270	.08	480	.15
SBL	2	2880	70	.02	50	.02
SBT	2	3200	60	.03*	40	.02*
SBR	0	0	30		20	
EBL	1	1600	20	.01	30	.02
EBT	2	3200	780	.24*	940	.29*
EBR	1	1600	80	.05	50	.03
WBL	2	2880	500	.17*	280	.10*
WBT	2	3200	680	.21	1000	.31
WBR	1	1600	20	.01	90	.06
Right Turn Adjustment					NBR	.03*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.56</b>		<b>.58</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	30	.02*	70	.04*
NBT	2	3200	20	.01	80	.03
NBR	2	3200	270	.08	490	.15
SBL	2	2880	70	.02	50	.02
SBT	2	3200	60	.03*	40	.02*
SBR	0	0	30		20	
EBL	1	1600	20	.01	40	.03
EBT	2	3200	800	.25*	940	.29*
EBR	1	1600	80	.05	40	.03
WBL	2	2880	510	.18*	290	.10*
WBT	2	3200	720	.23	1030	.32
WBR	1	1600	20	.01	90	.06
Right Turn Adjustment					NBR	.03*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.58</b>		<b>.58</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	40	.03*	80	.05*
NBT	2	3200	30	.01	70	.02
NBR	2	3200	350	.11	490	.15
SBL	2	2880	70	.02	50	.02
SBT	2	3200	50	.03*	40	.02*
SBR	0	0	30		20	
EBL	1	1600	20	.01	30	.02
EBT	2	3200	800	.25*	940	.29*
EBR	1	1600	70	.04	50	.03
WBL	2	2880	480	.17*	280	.10*
WBT	2	3200	700	.22	1020	.32
WBR	1	1600	20	.01	90	.06
Right Turn Adjustment					NBR	.02*
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.58</b>		<b>.58</b>

110. Chiquito Cyn & SR-126

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1600	140	.09*	110	.07*
NBT	2	3200	40	.01	80	.03
NBR	2	3200	560	.18	390	.12
SBL	2	2880	80	.03	50	.02
SBT	2	3200	60	.03*	70	.03*
SBR	0	0	30		20	
EBL	1	1600	20	.01	30	.02
EBT	2	3200	820	.26*	910	.28*
EBR	1	1600	100	.06	130	.08
WBL	2	2880	260	.09*	320	.11*
WBT	2	3200	660	.21	1060	.33
WBR	1	1600	20	.01	100	.06
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.59</b>		<b>.59</b>	

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	190	.07	170	.06
NBT	2	3200	80	.03*	180	.06*
NBR	2	3200	1190	.37	560	.18
SBL	2	2880	220	.08*	120	.04*
SBT	3	4800	130	.03	160	.03
SBR	1	1600	30	.02	20	.01
EBL	2	2880	20	.01	40	.01
EBT	4	6400	880	.14*	930	.15*
EBR	1	1600	160	.10	200	.13
WBL	2	2880	330	.11*	800	.28*
WBT	3	4800	700	.15	1110	.23
WBR	1	1600	60	.04	240	.15
Right Turn Adjustment			NBR	.23*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.69</b>		<b>.63</b>	

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	2880	220	.08	280	.10
NBT	2	3200	320	.10*	340	.11*
NBR	2	3200	1420	.44	640	.20
SBL	2	2880	460	.16*	520	.18*
SBT	3	4800	250	.05	420	.09
SBR	1	1600	40	.03	60	.04
EBL	2	2880	60	.02	50	.02
EBT	4	6400	1100	.17*	1030	.16*
EBR	1	1600	250	.16	280	.18
WBL	2	2880	390	.14*	1000	.35*
WBT	3	4800	760	.16	1350	.28
WBR	1	1600	430	.27	560	.35
Right Turn Adjustment			NBR	.20*		
Clearance Interval				.10*		.10*
Note: Assumes Right-Turn Overlap for NBR						
<b>TOTAL CAPACITY UTILIZATION</b>			<b>.87</b>		<b>.90</b>	

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge  
(See HCM delay worksheets on following pages)

Timings  
3: SR-126 & Chiquito Canyon

AM Peak Hour  
2030 without Potrero Bridge

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	1250	330	440	790	780	260	560	1640	510	290	50
Turn Type	Prot		pm+ov									
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	1	5	2	3	1	6	7
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	8.0	8.0	20.0	8.0	8.0	20.0	8.0	8.0	20.0	8.0
Total Split (s)	12.0	25.0	21.0	40.0	53.0	22.0	21.0	23.0	40.0	22.0	24.0	12.0
Total Split (%)	10.9%	22.7%	19.1%	36.4%	48.2%	20.0%	19.1%	20.9%	36.4%	20.0%	21.8%	10.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lead									
Lead-Lag Optimize?	Yes											
Recall Mode	None	Max	None	None	Max	None						
Act Effct Green (s)	7.7	21.0	38.7	36.0	49.3	71.3	13.7	19.0	59.0	18.0	23.3	35.0
Actuated g/C Ratio	0.07	0.19	0.35	0.33	0.45	0.65	0.12	0.17	0.54	0.16	0.21	0.32
v/c Ratio	0.50	1.02	0.50	0.39	0.35	0.75	0.61	0.92	1.09	0.91	0.27	0.09
Control Delay	56.6	75.6	15.5	29.8	20.5	18.1	51.5	66.1	79.1	66.7	37.7	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.6	75.6	15.5	29.8	20.5	18.1	51.5	66.1	79.1	66.7	37.7	8.5
LOS	E	E	B	C	C	B	D	E	E	E	D	A
Approach Delay		62.6			21.6			73.2			53.4	
Approach LOS		E			C			E			D	

Intersection Summary

Cycle Length: 110

Actuated Cycle Length: 110

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

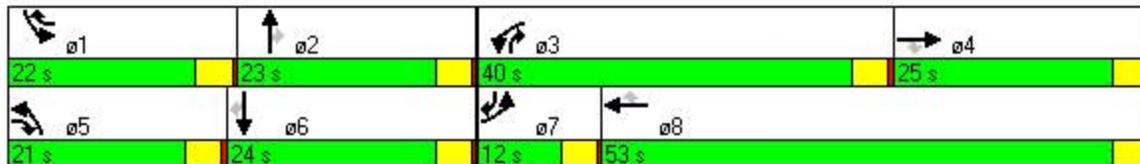
Maximum v/c Ratio: 1.09

Intersection Signal Delay: 53.5

Intersection LOS: D

Analysis Period (min) 15

Splits and Phases: 3: SR-126 & Chiquito Canyon



Timings  
3: SR-126 & Chiquito Canyon

PM Peak Hour  
2030 without Potrero Bridge

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	1080	360	1220	1530	620	400	380	740	820	620	110
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phases	7	4	5	3	8	1	5	2	3	1	6	7
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	8.0	8.0	20.0	8.0	8.0	20.0	8.0	8.0	20.0	8.0
Total Split (s)	10.0	25.0	28.0	49.0	64.0	35.0	28.0	21.0	49.0	35.0	28.0	10.0
Total Split (%)	7.7%	19.2%	21.5%	37.7%	49.2%	26.9%	21.5%	16.2%	37.7%	26.9%	21.5%	7.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	None	None	Max	None
Act Effct Green (s)	6.0	21.0	45.6	45.0	60.0	95.0	20.6	17.0	66.0	31.0	27.4	37.4
Actuated g/C Ratio	0.05	0.16	0.35	0.35	0.46	0.73	0.16	0.13	0.51	0.24	0.21	0.29
v/c Ratio	0.44	1.04	0.64	1.03	0.65	0.53	0.74	0.82	0.52	1.00	0.58	0.23
Control Delay	69.5	92.3	40.0	75.0	28.6	8.8	60.4	70.3	22.7	81.1	49.2	29.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.5	92.3	40.0	75.0	28.6	8.8	60.4	70.3	22.7	81.1	49.2	29.4
LOS	E	F	D	E	C	A	E	E	C	F	D	C
Approach Delay		78.8			41.8			44.5			64.7	
Approach LOS		E			D			D			E	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Natural Cycle: 130

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 53.8

Intersection LOS: D

Analysis Period (min) 15

Splits and Phases: 3: SR-126 & Chiquito Canyon



118. Six Flags & Magic Mtn

SCVCTM 4.1 2011 with Stage 1 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	4320	390	.09*	1200	.28*
SBT	0	0	0		0	
SBR	1	1600	10	.01	50	.03
EBL	2	2880	20	.01	40	.01
EBT	4	6400	380	.06*	590	.09*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	6400	270	.04	520	.08
WBR	f		620		780	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.25</b>		<b>.47</b>

SCVCTM 4.1 2012 with Stage 2 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	4320	370	.09*	1140	.26*
SBT	0	0	0		0	
SBR	1	1600	40	.03	110	.07
EBL	2	2880	50	.02*	90	.03
EBT	4	6400	380	.06	630	.10*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	6400	540	.08*	410	.06
WBR	f		600		730	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.29</b>		<b>.46</b>

SCVCTM 4.1 2014 with Stage 3 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	4320	370	.09*	1110	.26*
SBT	0	0	0		0	
SBR	1	1600	40	.03	140	.09
EBL	2	2880	70	.02*	100	.03
EBT	4	6400	720	.11	890	.14*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	6400	690	.11*	640	.10
WBR	f		580		700	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.32</b>		<b>.50</b>

118. Six Flags & Magic Mtn

SCVCTM 4.1 2018 with Stage 4 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	4320	360	.08*	1060	.25*
SBT	0	0	0		0	
SBR	1	1600	50	.03	200	.13
EBL	2	2880	100	.03	140	.05*
EBT	4	6400	1350	.21*	1140	.18
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	6400	800	.13	1200	.19*
WBR	f		560		660	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.39</b>		<b>.59</b>

SCVCTM 4.1 2022 with Stage 5 Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	4320	330	.08*	1000	.23*
SBT	0	0	0		0	
SBR	1	1600	80	.05	260	.16
EBL	2	2880	130	.05	180	.06*
EBT	4	6400	1640	.26*	1590	.25
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	6400	1080	.17	1640	.26*
WBR	f		530		640	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.44</b>		<b>.65</b>

SCVCTM 4.1 2025 with Stage 6a Improvements						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	4320	320	.07*	980	.23*
SBT	0	0	0		0	
SBR	1	1600	90	.06	280	.18
EBL	2	2880	150	.05	180	.06*
EBT	4	6400	1750	.27*	1810	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	6400	1270	.20	1810	.28*
WBR	f		510		620	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.44</b>		<b>.67</b>

SCVCTM 4.1 2030 with 6b Imp./no Potrero Bridge						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	4320	360	.08*	1180	.27*
SBT	0	0	0		0	
SBR	1	1600	100	.06	330	.21
EBL	2	2880	160	.06	220	.08*
EBT	4	6400	1740	.27*	1760	.28
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	4	6400	1290	.20	1880	.29*
WBR	f		560		810	
Clearance Interval				.10*		.10*
<b>TOTAL CAPACITY UTILIZATION</b>				<b>.45</b>		<b>.74</b>

**APPENDIX C**  
**I-5 FREEWAY MAINLINE V/C CALCULATIONS**

**V/C Calculations**  
**AM Peak Hour - Northbound**

Location	Total Vol	Mixed-Flow Lanes				HOV Lanes				Truck Lanes			
		Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C
<b>2006</b>													
403. I-5 s/o Parker	1,570	4	1,800	1,570	0.22	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	2,170	4	1,950	2,170	0.28	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	3,340	4	1,950	3,340	0.43	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	3,340	4	1,950	3,340	0.43	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	4,490	4	1,950	4,490	0.58	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	5,430	4	1,950	5,430	0.70	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	5,560	4	1,950	5,560	0.71	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	5,620	4	1,950	5,620	0.72	-	-	-	-	-	-	-	-
411. I-5 s/o Calgrove	5,600	4	1,900	5,600	0.74	-	-	-	-	-	-	-	-
412. I-5 s/o SR-14	7,390	6	2,000	6,651	0.55	-	-	-	-	2	1,300	739	0.28
<b>2011</b>													
403. I-5 s/o Parker	2,989	4	1,800	2,989	0.42	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	4,688	4	1,950	4,688	0.60	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	5,934	4	1,950	5,934	0.76	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	5,934	4	1,950	5,934	0.76	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	6,248	4	1,950	6,248	0.80	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	6,865	4	1,950	6,865	0.88	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	6,619	4	1,950	6,619	0.85	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	6,272	4	1,950	6,272	0.80	-	-	-	-	-	-	-	-
411. I-5 s/o Calgrove	5,953	4	1,900	5,358	0.70	1	2,000	595	0.30	-	-	-	-
412. I-5 s/o SR-14	8,006	6	2,000	6,325	0.53	1	2,000	801	0.40	2	1,300	881	0.34
<b>2012</b>													
403. I-5 s/o Parker	3,000	4	1,800	3,000	0.42	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	4,558	4	1,950	4,558	0.58	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	5,452	4	1,950	5,452	0.70	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	5,452	4	1,950	5,452	0.70	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	6,088	4	1,950	6,088	0.78	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	6,803	4	1,950	6,803	0.87	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	6,757	4	1,950	6,757	0.87	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	6,402	4	1,950	6,402	0.82	-	-	-	-	-	-	-	-
411. I-5 s/o Calgrove	6,023	4	1,900	5,421	0.71	1	2,000	602	0.30	-	-	-	-
412. I-5 s/o SR-14	8,006	6	2,000	6,325	0.53	1	2,000	801	0.40	2	1,300	881	0.34
<b>2014</b>													
403. I-5 s/o Parker	3,043	4	1,800	3,043	0.42	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	4,669	4	1,950	4,669	0.60	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	5,552	4	1,950	5,552	0.71	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	5,552	4	1,950	5,552	0.71	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	6,174	4	1,950	6,174	0.79	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	6,866	4	1,950	6,866	0.88	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	6,803	4	1,950	6,803	0.87	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	6,451	4	1,950	6,451	0.83	-	-	-	-	-	-	-	-
411. I-5 s/o Calgrove	6,073	4	1,900	5,466	0.72	1	2,000	607	0.30	-	-	-	-
412. I-5 s/o SR-14	8,093	6	2,000	6,393	0.53	1	2,000	809	0.40	2	1,300	890	0.34

**V/C Calculations  
AM Peak Hour - Northbound**

Location	Total Vol	Mixed-Flow Lanes				HOV Lanes				Truck Lanes			
		Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C
<b>2018</b>													
403. I-5 s/o Parker	3,334	4	1,800	3,001	0.42	1	2,000	333	0.17	-	-	-	-
404. I-5 s/o Hasley	5,018	4	1,950	4,516	0.58	1	2,000	502	0.25	-	-	-	-
405. I-5 s/o SR-126	5,844	4	1,950	5,260	0.67	1	2,000	584	0.29	-	-	-	-
406. I-5 s/o Rye Cyn	5,844	4	1,950	5,260	0.67	1	2,000	584	0.29	-	-	-	-
407. I-5 s/o Magic Mtn	6,432	4	1,950	5,789	0.74	1	2,000	643	0.32	-	-	-	-
408. I-5 s/o Valencia	7,227	4	1,950	6,504	0.83	1	2,000	723	0.36	-	-	-	-
409. I-5 s/o McBean	7,115	4	1,950	6,404	0.82	1	2,000	712	0.36	-	-	-	-
410. I-5 s/o Lyons	6,622	4	1,950	5,960	0.76	1	2,000	662	0.33	-	-	-	-
411. I-5 s/o Calgrove	6,167	4	2,000	4,872	0.61	1	2,000	617	0.31	1	1,300	678	0.52
412. I-5 s/o SR-14	8,422	6	2,000	6,653	0.55	1	2,000	842	0.42	2	1,300	926	0.36
<b>2022</b>													
403. I-5 s/o Parker	3,615	4	1,800	3,254	0.45	1	2,000	362	0.18	-	-	-	-
404. I-5 s/o Hasley	5,303	4	1,950	4,773	0.61	1	2,000	530	0.27	-	-	-	-
405. I-5 s/o SR-126	5,995	4	1,950	5,276	0.68	1	2,000	719	0.36	-	-	-	-
406. I-5 s/o Rye Cyn	5,995	4	1,950	5,276	0.68	1	2,000	719	0.36	-	-	-	-
407. I-5 s/o Magic Mtn	6,468	4	1,950	5,692	0.73	1	2,000	776	0.39	-	-	-	-
408. I-5 s/o Valencia	7,297	4	1,950	6,421	0.82	1	2,000	876	0.44	-	-	-	-
409. I-5 s/o McBean	7,195	4	1,950	6,332	0.81	1	2,000	863	0.43	-	-	-	-
410. I-5 s/o Lyons	6,696	4	1,950	5,892	0.76	1	2,000	804	0.40	-	-	-	-
411. I-5 s/o Calgrove	6,209	4	2,000	4,781	0.60	1	2,000	745	0.37	1	1,300	683	0.53
412. I-5 s/o SR-14	8,812	6	2,000	6,785	0.57	1	2,000	1,057	0.53	2	1,300	969	0.37
<b>2025</b>													
403. I-5 s/o Parker	3,887	4	1,800	3,498	0.49	1	2,000	389	0.19	-	-	-	-
404. I-5 s/o Hasley	5,597	4	1,950	5,037	0.65	1	2,000	560	0.28	-	-	-	-
405. I-5 s/o SR-126	6,330	4	1,950	5,570	0.71	1	2,000	760	0.38	-	-	-	-
406. I-5 s/o Rye Cyn	6,330	4	1,950	5,570	0.71	1	2,000	760	0.38	-	-	-	-
407. I-5 s/o Magic Mtn	6,825	4	1,950	6,006	0.77	1	2,000	819	0.41	-	-	-	-
408. I-5 s/o Valencia	7,625	4	1,950	6,710	0.86	1	2,000	915	0.46	-	-	-	-
409. I-5 s/o McBean	7,453	4	1,950	6,559	0.84	1	2,000	894	0.45	-	-	-	-
410. I-5 s/o Lyons	6,961	4	1,950	6,126	0.79	1	2,000	835	0.42	-	-	-	-
411. I-5 s/o Calgrove	6,462	4	2,000	4,976	0.62	1	2,000	775	0.39	1	1,300	711	0.55
412. I-5 s/o SR-14	9,156	6	2,000	7,050	0.59	1	2,000	1,099	0.55	2	1,300	1,007	0.39
<b>2030</b>													
403. I-5 s/o Parker	4,382	4	1,800	3,988	0.55	1	2,000	394	0.20	-	-	-	-
404. I-5 s/o Hasley	6,055	4	1,950	5,450	0.70	1	2,000	606	0.30	-	-	-	-
405. I-5 s/o SR-126	6,690	4	1,950	5,887	0.75	1	2,000	803	0.40	-	-	-	-
406. I-5 s/o Rye Cyn	6,690	4	1,950	5,887	0.75	1	2,000	803	0.40	-	-	-	-
407. I-5 s/o Magic Mtn	7,048	4	1,950	6,202	0.80	1	2,000	846	0.42	-	-	-	-
408. I-5 s/o Valencia	7,763	4	1,950	6,831	0.88	1	2,000	932	0.47	-	-	-	-
409. I-5 s/o McBean	7,698	4	1,950	6,774	0.87	1	2,000	924	0.46	-	-	-	-
410. I-5 s/o Lyons	7,181	4	1,950	6,319	0.81	1	2,000	862	0.43	-	-	-	-
411. I-5 s/o Calgrove	6,590	4	2,000	5,074	0.63	1	2,000	791	0.40	1	1,300	725	0.56
412. I-5 s/o SR-14	9,185	6	2,000	6,797	0.57	2	2,000	1,194	0.30	2	1,300	1,194	0.46

**V/C Calculations**  
**AM Peak Hour - Southbound**

Location	Total Vol	Mixed-Flow Lanes				HOV Lanes				Truck Lanes			
		Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C
<b>2006</b>													
403. I-5 s/o Parker	2,210	4	1,800	2,210	0.31	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	3,110	4	1,950	3,110	0.40	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	3,420	4	1,950	3,420	0.44	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	4,200	4	1,950	4,200	0.54	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	4,490	4	1,950	4,490	0.58	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	5,310	4	1,950	5,310	0.68	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	5,730	4	1,950	5,730	0.73	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	6,320	4	1,950	6,320	0.81	-	-	-	-	-	-	-	-
411. I-5 s/o Calgrove	6,610	4	1,900	6,610	0.87	-	-	-	-	-	-	-	-
412. I-5 s/o SR-14	13,270	6	2,000	11,810	0.98	-	-	-	-	2	1,300	1,460	0.56
<b>2011</b>													
403. I-5 s/o Parker	4,591	4	1,800	4,591	0.64	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	5,276	4	1,950	5,276	0.68	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	4,946	4	1,950	4,946	0.63	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	4,910	4	1,950	4,910	0.63	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	4,956	4	1,950	4,956	0.64	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	5,814	4	1,950	5,814	0.75	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	5,778	4	1,950	5,778	0.74	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	6,448	4	2,000	5,739	0.72	-	-	-	-	1	1,300	709	0.55
411. I-5 s/o Calgrove	6,657	4	2,000	5,925	0.74	-	-	-	-	1	1,300	732	0.56
412. I-5 s/o SR-14	13,907	6	2,000	10,708	0.89	1	2,000	1,669	0.83	2	1,300	1,530	0.59
<b>2012</b>													
403. I-5 s/o Parker	4,615	4	1,800	4,615	0.64	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	5,286	4	1,950	5,286	0.68	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	4,858	4	1,950	4,858	0.62	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	4,959	4	1,950	4,959	0.64	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	4,982	4	1,950	4,982	0.64	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	5,748	4	1,950	5,748	0.74	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	5,787	4	1,950	5,787	0.74	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	6,474	4	2,000	5,762	0.72	-	-	-	-	1	1,300	712	0.55
411. I-5 s/o Calgrove	6,667	4	2,000	5,934	0.74	-	-	-	-	1	1,300	733	0.56
412. I-5 s/o SR-14	14,034	6	2,000	10,806	0.90	1	2,000	1,684	0.84	2	1,300	1,544	0.59
<b>2014</b>													
403. I-5 s/o Parker	4,639	4	1,800	4,639	0.64	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	5,216	4	1,950	5,216	0.67	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	4,839	4	1,950	4,839	0.62	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	4,979	4	1,950	4,979	0.64	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	5,186	4	1,950	5,186	0.66	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	5,939	4	1,950	5,939	0.76	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	5,806	4	1,950	5,806	0.74	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	6,525	4	2,000	5,807	0.73	-	-	-	-	1	1,300	718	0.55
411. I-5 s/o Calgrove	6,686	4	2,000	5,951	0.74	-	-	-	-	1	1,300	735	0.57
412. I-5 s/o SR-14	14,236	6	2,000	10,962	0.91	1	2,000	1,708	0.85	2	1,300	1,566	0.60

**V/C Calculations  
AM Peak Hour - Southbound**

Location	Total Vol	Mixed-Flow Lanes				HOV Lanes				Truck Lanes			
		Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C
<b>2018</b>													
403. I-5 s/o Parker	4,910	4	1,800	4,419	0.61	1	2,000	491	0.25	-	-	-	-
404. I-5 s/o Hasley	5,536	4	1,950	4,982	0.64	1	2,000	554	0.28	-	-	-	-
405. I-5 s/o SR-126	5,154	4	1,950	4,639	0.59	1	2,000	515	0.26	-	-	-	-
406. I-5 s/o Rye Cyn	5,517	4	1,950	4,965	0.64	1	2,000	552	0.28	-	-	-	-
407. I-5 s/o Magic Mtn	5,911	4	1,950	5,320	0.68	1	2,000	591	0.30	-	-	-	-
408. I-5 s/o Valencia	6,614	4	1,950	5,953	0.76	1	2,000	661	0.33	-	-	-	-
409. I-5 s/o McBean	6,380	4	1,950	5,742	0.74	1	2,000	638	0.32	-	-	-	-
410. I-5 s/o Lyons	6,628	4	2,000	5,236	0.65	1	2,000	663	0.33	1	1,300	729	0.56
411. I-5 s/o Calgrove	6,724	4	2,000	5,312	0.66	1	2,000	672	0.34	1	1,300	740	0.57
412. I-5 s/o SR-14	15,158	6	2,000	11,672	0.97	1	2,000	1,819	0.91	2	1,300	1,667	0.64
<b>2022</b>													
403. I-5 s/o Parker	5,260	4	1,800	4,734	0.66	1	2,000	526	0.26	-	-	-	-
404. I-5 s/o Hasley	5,914	4	1,950	5,323	0.68	1	2,000	591	0.30	-	-	-	-
405. I-5 s/o SR-126	5,636	4	1,950	4,960	0.64	1	2,000	676	0.34	-	-	-	-
406. I-5 s/o Rye Cyn	6,037	4	1,950	5,313	0.68	1	2,000	724	0.36	-	-	-	-
407. I-5 s/o Magic Mtn	6,430	4	1,950	5,658	0.73	1	2,000	772	0.39	-	-	-	-
408. I-5 s/o Valencia	7,329	4	1,950	6,450	0.83	1	2,000	879	0.44	-	-	-	-
409. I-5 s/o McBean	7,084	4	1,950	6,234	0.80	1	2,000	850	0.43	-	-	-	-
410. I-5 s/o Lyons	6,730	4	2,000	5,182	0.65	1	2,000	808	0.40	1	1,300	740	0.57
411. I-5 s/o Calgrove	6,762	4	2,000	5,207	0.65	1	2,000	811	0.41	1	1,300	744	0.57
412. I-5 s/o SR-14	16,111	6	2,000	11,922	0.99	1	2,000	1,933	0.97	2	1,300	2,256	0.87
<b>2025</b>													
403. I-5 s/o Parker	5,574	4	1,800	5,017	0.70	1	2,000	557	0.28	-	-	-	-
404. I-5 s/o Hasley	6,193	4	1,950	5,574	0.71	1	2,000	619	0.31	-	-	-	-
405. I-5 s/o SR-126	6,072	4	1,950	5,343	0.69	1	2,000	729	0.36	-	-	-	-
406. I-5 s/o Rye Cyn	6,382	4	1,950	5,616	0.72	1	2,000	766	0.38	-	-	-	-
407. I-5 s/o Magic Mtn	6,740	4	1,950	5,931	0.76	1	2,000	809	0.40	-	-	-	-
408. I-5 s/o Valencia	7,633	4	1,950	6,717	0.86	1	2,000	916	0.46	-	-	-	-
409. I-5 s/o McBean	7,320	4	1,950	6,442	0.83	1	2,000	878	0.44	-	-	-	-
410. I-5 s/o Lyons	6,807	4	2,000	5,241	0.66	1	2,000	817	0.41	1	1,300	749	0.58
411. I-5 s/o Calgrove	6,790	4	2,000	5,228	0.65	1	2,000	815	0.41	1	1,300	747	0.57
412. I-5 s/o SR-14	16,597	6	2,000	12,033	1.00	1	2,000	1,992	1.00	2	1,300	2,573	0.99
<b>2030</b>													
403. I-5 s/o Parker	5,845	4	1,800	5,261	0.73	1	2,000	585	0.29	-	-	-	-
404. I-5 s/o Hasley	6,518	4	1,950	5,866	0.75	1	2,000	652	0.33	-	-	-	-
405. I-5 s/o SR-126	6,483	4	1,950	5,705	0.73	1	2,000	778	0.39	-	-	-	-
406. I-5 s/o Rye Cyn	6,884	4	1,950	6,058	0.78	1	2,000	826	0.41	-	-	-	-
407. I-5 s/o Magic Mtn	7,152	4	1,950	6,222	0.80	1	2,000	930	0.46	-	-	-	-
408. I-5 s/o Valencia	8,071	4	1,950	7,022	0.90	1	2,000	1,049	0.52	-	-	-	-
409. I-5 s/o McBean	7,779	4	1,950	6,768	0.87	1	2,000	1,011	0.51	-	-	-	-
410. I-5 s/o Lyons	7,373	4	2,000	5,603	0.70	1	2,000	958	0.48	1	1,300	811	0.62
411. I-5 s/o Calgrove	7,360	4	2,000	5,594	0.70	1	2,000	957	0.48	1	1,300	810	0.62
412. I-5 s/o SR-14	17,608	6	2,000	11,463	0.96	2	2,000	3,768	0.94	2	1,300	2,377	0.91

**V/C Calculations**  
**PM Peak Hour - Northbound**

Location	Total Vol	Mixed-Flow Lanes				HOV Lanes				Truck Lanes			
		Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C
<b>2006</b>													
403. I-5 s/o Parker	2,790	4	1,800	2,790	0.39	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	3,620	4	1,950	3,620	0.46	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	4,080	4	1,950	4,080	0.52	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	4,080	4	1,950	4,080	0.52	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	5,270	4	1,950	5,270	0.68	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	6,050	4	1,950	6,050	0.78	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	6,610	4	1,950	6,610	0.85	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	7,020	4	1,950	7,020	0.90	-	-	-	-	-	-	-	-
411. I-5 s/o Calgrove	6,970	4	1,900	6,970	0.92	-	-	-	-	-	-	-	-
412. I-5 s/o SR-14	13,710	6	2,000	11,928	0.99	-	-	-	-	2	1,300	1,782	0.69
<b>2011</b>													
403. I-5 s/o Parker	5,954	4	1,800	5,954	0.83	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	6,472	4	1,950	6,472	0.83	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	5,952	4	1,950	5,952	0.76	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	5,952	4	1,950	5,952	0.76	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	6,130	4	1,950	6,130	0.79	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	6,561	4	1,950	6,561	0.84	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	6,802	4	1,950	6,802	0.87	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	7,169	4	1,950	7,169	0.92	-	-	-	-	-	-	-	-
411. I-5 s/o Calgrove	7,108	4	1,900	6,397	0.84	1	2,000	711	0.36	-	-	-	-
412. I-5 s/o SR-14	13,932	6	2,000	11,006	0.92	1	2,000	1,393	0.70	2	1,300	1,533	0.59
<b>2012</b>													
403. I-5 s/o Parker	5,942	4	1,800	5,942	0.83	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	6,459	4	1,950	6,459	0.83	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	5,757	4	1,950	5,757	0.74	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	5,757	4	1,950	5,757	0.74	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	6,121	4	1,950	6,121	0.78	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	6,593	4	1,950	6,593	0.85	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	6,841	4	1,950	6,841	0.88	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	7,199	4	1,950	7,199	0.92	-	-	-	-	-	-	-	-
411. I-5 s/o Calgrove	7,135	4	1,900	6,422	0.84	1	2,000	714	0.36	-	-	-	-
412. I-5 s/o SR-14	13,976	6	2,000	11,041	0.92	1	2,000	1,398	0.70	2	1,300	1,537	0.59
<b>2014</b>													
403. I-5 s/o Parker	6,009	4	1,800	6,009	0.83	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	6,433	4	1,950	6,433	0.82	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	5,757	4	1,950	5,757	0.74	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	5,757	4	1,950	5,757	0.74	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	6,157	4	1,950	6,157	0.79	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	6,659	4	1,950	6,659	0.85	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	6,917	4	1,950	6,917	0.89	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	7,258	4	1,950	7,258	0.93	-	-	-	-	-	-	-	-
411. I-5 s/o Calgrove	7,190	4	1,900	6,471	0.85	1	2,000	719	0.36	-	-	-	-
412. I-5 s/o SR-14	14,065	6	2,000	11,111	0.93	1	2,000	1,407	0.70	2	1,300	1,547	0.60

**V/C Calculations  
PM Peak Hour - Northbound**

Location	Total Vol	Mixed-Flow Lanes				HOV Lanes				Truck Lanes			
		Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C
<b>2018</b>													
403. I-5 s/o Parker	6,247	4	1,800	5,622	0.78	1	2,000	625	0.31	-	-	-	-
404. I-5 s/o Hasley	6,796	4	1,950	6,116	0.78	1	2,000	680	0.34	-	-	-	-
405. I-5 s/o SR-126	5,980	4	1,950	5,382	0.69	1	2,000	598	0.30	-	-	-	-
406. I-5 s/o Rye Cyn	5,980	4	1,950	5,382	0.69	1	2,000	598	0.30	-	-	-	-
407. I-5 s/o Magic Mtn	6,517	4	1,950	5,865	0.75	1	2,000	652	0.33	-	-	-	-
408. I-5 s/o Valencia	7,187	4	1,950	6,468	0.83	1	2,000	719	0.36	-	-	-	-
409. I-5 s/o McBean	7,071	4	1,950	6,364	0.82	1	2,000	707	0.35	-	-	-	-
410. I-5 s/o Lyons	7,377	4	1,950	6,639	0.85	1	2,000	738	0.37	-	-	-	-
411. I-5 s/o Calgrove	7,300	4	2,000	6,570	0.82	1	2,000	730	0.37	1	1,300	803	0.62
412. I-5 s/o SR-14	14,242	6	2,000	11,251	0.94	1	2,000	1,424	0.71	2	1,300	1,567	0.60
<b>2022</b>													
403. I-5 s/o Parker	6,733	4	1,800	6,060	0.84	1	2,000	673	0.34	-	-	-	-
404. I-5 s/o Hasley	7,317	4	1,950	6,585	0.84	1	2,000	732	0.37	-	-	-	-
405. I-5 s/o SR-126	6,520	4	1,950	5,738	0.74	1	2,000	782	0.39	-	-	-	-
406. I-5 s/o Rye Cyn	6,520	4	1,950	5,738	0.74	1	2,000	782	0.39	-	-	-	-
407. I-5 s/o Magic Mtn	7,013	4	1,950	6,171	0.79	1	2,000	842	0.42	-	-	-	-
408. I-5 s/o Valencia	7,527	4	1,950	6,624	0.85	1	2,000	903	0.45	-	-	-	-
409. I-5 s/o McBean	7,619	4	1,950	6,705	0.86	1	2,000	914	0.46	-	-	-	-
410. I-5 s/o Lyons	7,496	4	1,950	6,596	0.85	1	2,000	900	0.45	-	-	-	-
411. I-5 s/o Calgrove	7,410	4	2,000	6,521	0.82	1	2,000	889	0.44	1	1,300	815	0.63
412. I-5 s/o SR-14	15,261	6	2,000	11,751	0.98	1	2,000	1,831	0.92	2	1,300	1,679	0.65
<b>2025</b>													
403. I-5 s/o Parker	7,150	4	1,800	6,435	0.89	1	2,000	715	0.36	-	-	-	-
404. I-5 s/o Hasley	7,754	4	1,950	6,979	0.89	1	2,000	775	0.39	-	-	-	-
405. I-5 s/o SR-126	6,997	4	1,950	6,157	0.79	1	2,000	840	0.42	-	-	-	-
406. I-5 s/o Rye Cyn	6,997	4	1,950	6,157	0.79	1	2,000	840	0.42	-	-	-	-
407. I-5 s/o Magic Mtn	7,392	4	1,950	6,505	0.83	1	2,000	887	0.44	-	-	-	-
408. I-5 s/o Valencia	7,825	4	1,950	6,886	0.88	1	2,000	939	0.47	-	-	-	-
409. I-5 s/o McBean	7,933	4	1,950	6,981	0.90	1	2,000	952	0.48	-	-	-	-
410. I-5 s/o Lyons	7,923	4	1,950	6,972	0.89	1	2,000	951	0.48	-	-	-	-
411. I-5 s/o Calgrove	7,797	4	2,000	6,861	0.86	1	2,000	936	0.47	1	1,300	858	0.66
412. I-5 s/o SR-14	15,842	6	2,000	11,882	0.99	1	2,000	1,901	0.95	2	1,300	2,059	0.79
<b>2030</b>													
403. I-5 s/o Parker	7,344	4	1,800	6,463	0.90	1	2,000	881	0.44	-	-	-	-
404. I-5 s/o Hasley	8,050	4	1,950	7,004	0.90	1	2,000	1,047	0.52	-	-	-	-
405. I-5 s/o SR-126	7,365	4	1,950	6,334	0.81	1	2,000	1,031	0.52	-	-	-	-
406. I-5 s/o Rye Cyn	7,365	4	1,950	6,334	0.81	1	2,000	1,031	0.52	-	-	-	-
407. I-5 s/o Magic Mtn	7,787	4	1,950	6,775	0.87	1	2,000	1,012	0.51	-	-	-	-
408. I-5 s/o Valencia	8,235	4	1,950	7,000	0.90	1	2,000	1,235	0.62	-	-	-	-
409. I-5 s/o McBean	8,397	4	1,950	7,053	0.90	1	2,000	1,344	0.67	-	-	-	-
410. I-5 s/o Lyons	8,407	4	1,950	7,020	0.90	1	2,000	1,387	0.69	-	-	-	-
411. I-5 s/o Calgrove	8,269	4	2,000	7,111	0.89	1	2,000	1,158	0.58	1	1,300	910	0.70
412. I-5 s/o SR-14	16,720	6	2,000	11,035	0.92	2	2,000	3,511	0.88	2	1,300	2,174	0.84

**V/C Calculations  
PM Peak Hour - Southbound**

Location	Total Vol	Mixed-Flow Lanes				HOV Lanes				Truck Lanes			
		Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C
<b>2006</b>													
403. I-5 s/o Parker	2,420	4	1,800	2,420	0.34	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	3,010	4	1,950	3,010	0.39	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	4,150	4	1,950	4,150	0.53	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	5,350	4	1,950	5,350	0.69	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	5,600	4	1,950	5,600	0.72	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	6,420	4	1,950	6,420	0.82	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	6,450	4	1,950	6,450	0.83	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	6,460	4	1,950	6,460	0.83	-	-	-	-	-	-	-	-
411. I-5 s/o Calgrove	6,410	4	1,900	6,410	0.84	-	-	-	-	-	-	-	-
412. I-5 s/o SR-14	9,180	6	2,000	8,262	0.69	-	-	-	-	2	1,300	918	0.35
<b>2011</b>													
403. I-5 s/o Parker	4,575	4	1,800	4,575	0.64	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	6,130	4	1,950	6,130	0.79	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	6,815	4	1,950	6,815	0.87	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	7,802	4	1,950	7,802	1.00	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	7,336	4	1,950	7,336	0.94	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	7,773	4	1,950	7,773	1.00	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	7,491	4	1,950	7,491	0.96	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	6,937	4	2,000	6,174	0.77	-	-	-	-	1	1,300	763	0.59
411. I-5 s/o Calgrove	7,045	4	2,000	6,270	0.78	-	-	-	-	1	1,300	775	0.60
412. I-5 s/o SR-14	9,483	6	2,000	7,681	0.64	1	2,000	853	0.43	2	1,300	948	0.36
<b>2012</b>													
403. I-5 s/o Parker	4,596	4	1,800	4,596	0.64	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	6,117	4	1,950	6,117	0.78	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	6,619	4	1,950	6,619	0.85	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	7,705	4	1,950	7,705	0.99	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	7,302	4	1,950	7,302	0.94	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	7,818	4	1,950	7,818	1.00	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	7,674	4	1,950	7,674	0.98	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	7,162	4	2,000	6,374	0.80	-	-	-	-	1	1,300	788	0.61
411. I-5 s/o Calgrove	7,172	4	2,000	6,383	0.80	-	-	-	-	1	1,300	789	0.61
412. I-5 s/o SR-14	9,544	6	2,000	7,731	0.64	1	2,000	859	0.43	2	1,300	954	0.37
<b>2014</b>													
403. I-5 s/o Parker	4,660	4	1,800	4,660	0.65	-	-	-	-	-	-	-	-
404. I-5 s/o Hasley	6,257	4	1,950	6,257	0.80	-	-	-	-	-	-	-	-
405. I-5 s/o SR-126	6,663	4	1,950	6,663	0.85	-	-	-	-	-	-	-	-
406. I-5 s/o Rye Cyn	7,794	4	1,950	7,794	1.00	-	-	-	-	-	-	-	-
407. I-5 s/o Magic Mtn	7,475	4	1,950	7,475	0.96	-	-	-	-	-	-	-	-
408. I-5 s/o Valencia	7,828	4	1,950	7,828	1.00	-	-	-	-	-	-	-	-
409. I-5 s/o McBean	7,827	4	1,950	7,827	1.00	-	-	-	-	-	-	-	-
410. I-5 s/o Lyons	7,235	4	2,000	6,439	0.80	-	-	-	-	1	1,300	796	0.61
411. I-5 s/o Calgrove	7,280	4	2,000	6,479	0.81	-	-	-	-	1	1,300	801	0.62
412. I-5 s/o SR-14	9,752	6	2,000	7,899	0.66	1	2,000	878	0.44	2	1,300	975	0.38

**V/C Calculations  
PM Peak Hour - Southbound**

Location	Total Vol	Mixed-Flow Lanes				HOV Lanes				Truck Lanes			
		Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C	Lanes	Cap/Ln	Vol	V/C
<b>2018</b>													
403. I-5 s/o Parker	5,013	4	1,800	4,512	0.63	1	2,000	501	0.25	-	-	-	-
404. I-5 s/o Hasley	6,651	4	1,950	5,853	0.75	1	2,000	798	0.40	-	-	-	-
405. I-5 s/o SR-126	7,291	4	1,950	6,124	0.79	1	2,000	1,167	0.58	-	-	-	-
406. I-5 s/o Rye Cyn	8,844	4	1,950	7,429	0.95	1	2,000	1,415	0.71	-	-	-	-
407. I-5 s/o Magic Mtn	8,644	4	1,950	7,261	0.93	1	2,000	1,383	0.69	-	-	-	-
408. I-5 s/o Valencia	9,179	4	1,950	7,710	0.99	1	2,000	1,469	0.73	-	-	-	-
409. I-5 s/o McBean	8,586	4	1,950	7,212	0.92	1	2,000	1,374	0.69	-	-	-	-
410. I-5 s/o Lyons	7,899	4	2,000	5,766	0.72	1	2,000	1,264	0.63	1	1,300	869	0.67
411. I-5 s/o Calgrove	7,658	4	2,000	5,590	0.70	1	2,000	1,225	0.61	1	1,300	842	0.65
412. I-5 s/o SR-14	10,257	6	2,000	8,000	0.67	1	2,000	1,231	0.62	2	1,300	1,026	0.39
<b>2022</b>													
403. I-5 s/o Parker	5,453	4	1,800	4,908	0.68	1	2,000	545	0.27	-	-	-	-
404. I-5 s/o Hasley	7,063	4	1,950	6,215	0.80	1	2,000	848	0.42	-	-	-	-
405. I-5 s/o SR-126	7,500	4	1,950	6,150	0.79	1	2,000	1,350	0.68	-	-	-	-
406. I-5 s/o Rye Cyn	8,956	4	1,950	7,344	0.94	1	2,000	1,612	0.81	-	-	-	-
407. I-5 s/o Magic Mtn	8,773	4	1,950	7,194	0.92	1	2,000	1,579	0.79	-	-	-	-
408. I-5 s/o Valencia	9,358	4	1,950	7,674	0.98	1	2,000	1,684	0.84	-	-	-	-
409. I-5 s/o McBean	8,851	4	1,950	7,258	0.93	1	2,000	1,593	0.80	-	-	-	-
410. I-5 s/o Lyons	8,221	4	2,000	5,919	0.74	1	2,000	1,398	0.70	1	1,300	904	0.70
411. I-5 s/o Calgrove	7,999	4	2,000	5,759	0.72	1	2,000	1,360	0.68	1	1,300	880	0.68
412. I-5 s/o SR-14	10,914	6	2,000	8,404	0.70	1	2,000	1,419	0.71	2	1,300	1,091	0.42
<b>2025</b>													
403. I-5 s/o Parker	5,792	4	1,800	5,213	0.72	1	2,000	579	0.29	-	-	-	-
404. I-5 s/o Hasley	7,419	4	1,950	6,529	0.84	1	2,000	890	0.45	-	-	-	-
405. I-5 s/o SR-126	7,938	4	1,950	6,350	0.81	1	2,000	1,588	0.79	-	-	-	-
406. I-5 s/o Rye Cyn	9,357	4	1,950	7,486	0.96	1	2,000	1,871	0.94	-	-	-	-
407. I-5 s/o Magic Mtn	9,191	4	1,950	7,353	0.94	1	2,000	1,838	0.92	-	-	-	-
408. I-5 s/o Valencia	9,658	4	1,950	7,726	0.99	1	2,000	1,932	0.97	-	-	-	-
409. I-5 s/o McBean	9,045	4	1,950	7,236	0.93	1	2,000	1,809	0.90	-	-	-	-
410. I-5 s/o Lyons	8,439	4	2,000	6,076	0.76	1	2,000	1,435	0.72	1	1,300	928	0.71
411. I-5 s/o Calgrove	8,201	4	2,000	5,905	0.74	1	2,000	1,394	0.70	1	1,300	902	0.69
412. I-5 s/o SR-14	11,384	6	2,000	8,766	0.73	1	2,000	1,480	0.74	2	1,300	1,138	0.44
<b>2030</b>													
403. I-5 s/o Parker	6,733	4	1,800	5,723	0.79	1	2,000	1,010	0.50	-	-	-	-
404. I-5 s/o Hasley	8,227	4	1,950	6,993	0.90	1	2,000	1,234	0.62	-	-	-	-
405. I-5 s/o SR-126	8,703	4	1,950	6,962	0.89	1	2,000	1,741	0.87	-	-	-	-
406. I-5 s/o Rye Cyn	9,828	4	1,950	7,823	1.00	1	2,000	2,005	1.00	-	-	-	-
407. I-5 s/o Magic Mtn	9,723	4	1,950	7,740	0.99	1	2,000	1,983	0.99	-	-	-	-
408. I-5 s/o Valencia	9,832	4	1,950	7,826	1.00	1	2,000	2,006	1.00	-	-	-	-
409. I-5 s/o McBean	9,519	4	1,950	7,615	0.98	1	2,000	1,904	0.95	-	-	-	-
410. I-5 s/o Lyons	8,877	4	2,000	6,081	0.76	1	2,000	1,775	0.89	1	1,300	1,021	0.79
411. I-5 s/o Calgrove	8,794	4	2,000	6,024	0.75	1	2,000	1,759	0.88	1	1,300	1,011	0.78
412. I-5 s/o SR-14	11,623	6	2,000	7,787	0.65	2	2,000	2,325	0.58	2	1,300	1,511	0.58

## APPENDIX D

### NEWHALL RANCH SPECIFIC PLAN – TRAFFIC MITIGATION MEASURES

- SP 4.8-1 The applicants for future subdivision maps which permit construction shall be responsible for funding and constructing all on-site traffic improvements except as otherwise provided below. The obligation to construct improvements shall not preclude the applicants' ability to seek local, state, or federal funding for these facilities.
- SP 4.8-2 Prior to the approval of each subdivision map which permits construction, the applicant for that map shall prepare a transportation performance evaluation which shall indicate the specific improvements for all on-site roadways which are necessary to provide adequate roadway and intersection capacity as well as adequate right-of-way for the subdivision and other expected traffic. Transportation performance evaluations shall be approved by Los Angeles County Department of Public Works according to standards and policies in effect at that time. The transportation performance evaluation shall form the basis for specific conditions of approval for the subdivision.
- SP 4.8-3 The applicants for future subdivisions shall provide the traffic signals at the 15 locations labeled B through P in Figure 4.8-17 [of the Newhall Ranch Specific Plan Final EIR] as well as any additional signals warranted by future subdivision design. Signal warrants shall be prepared as part of the transportation performance evaluations noted in Mitigation 4.8-2 [of the Newhall Ranch Specific Plan Final EIR].
- SP 4.8-4 All development within the Specific Plan shall conform to the requirements of the Los Angeles County Transportation Demand Management (TDM) Ordinance.
- SP 4.8-5 The applicants for all future subdivision maps which permit construction shall consult with the local transit provider regarding the need for, and locations of, bus pull-ins on highways within the Specific Plan area. All bus pull-in locations shall be approved by the Department of Public Works, and approved bus pull-ins shall be constructed by the applicant.
- SP 4.8-6 Prior to the recordation of the first subdivision map which permits construction, the applicant for that map shall prepare a transportation performance evaluation which shall determine the specific needed improvements of each off-site arterial and related costs in order to provide adequate roadway and intersection capacity for the expected Specific Plan and General Plan buildout traffic trips. The transportation performance evaluation

shall be based on the Master Plan of Highways in effect at that time and shall be approved by the Los Angeles County Department of Public Works. The applicant shall be required to fund its fair share of improvements to these arterials, as stated on Table 4.8-18 of the Newhall Ranch Specific Plan Final EIR. The applicants total funding obligation shall be equitably distributed over the housing units and non-residential building square footage (i.e., Business Park, Visitor-Serving, Mixed-Use, and Commercial) in the Specific Plan, and shall be a fee to be paid to the County and/or the City at each building permit. For off-site areas within the County unincorporated area, the applicant may construct improvements for credit against or in lieu of paying the fee.

**(3) I-5 and SR-126 in Los Angeles County**

- SP 4.8-7 Each future performance evaluation which shows that a future subdivision map will create significant impacts on SR-126 shall analyze the need for additional travel lanes on SR-126. If adequate lane capacity is not available at the time of subdivision, the applicant of the subdivision shall fund or construct the improvements necessary to serve the proposed increment of development. Construction or funding of any required facilities shall not preclude the applicant's ability to seek state, federal, or local funding for these facilities.
- SP 4.8-8 Project-specific environmental analysis for future subdivision maps which allow construction shall comply with the requirements of the *Congestion Management Program* in effect at the time that subdivision map is filed.
- SP 4.8-9 Prior to the recordation of the first subdivision map which permits construction, the applicant for that map shall prepare a transportation evaluation including all of the Specific Plan land uses which shall determine the specific improvements needed to the following intersections with SR-126 in the City of Fillmore and community of Piru in Ventura County: A, B, C, D and E Streets, Old Telegraph, Olive, Central, Santa Clara, Mountain View, El Dorado Road, and Pole Creek (Fillmore), and Main/Torrey and Center (Piru). The related costs of those intersection improvements and the project's fair share shall be estimated based upon the expected Specific Plan traffic volumes. The transportation performance evaluation shall be based on the Los Angeles *County Master Plan of Highways* in effect at that time and shall be approved by the Los Angeles County Department of Public Works. The applicant's total funding obligation shall be equitably distributed over the housing units and non-residential building square footage (i.e.,

Business Park, Visitor Center, Mixed Use, and Commercial) in the Specific Plan, and shall be a fee to be paid to the City of Fillmore and the County of Ventura at each building permit.

- SP 4.8-10 The Specific Plan is responsible to construct or fund its fair-share of the intersections and interchange improvements indicated on Table 4.8-18 of the Newhall Ranch Specific Plan Final EIR. Each future transportation performance evaluation required by Mitigation 4.8-2 of the Newhall Ranch Specific Plan Final EIR which identifies a significant impact at these locations due to subdivision map-generated traffic shall address the need for additional capacity at each of these locations. If adequate capacity is not available at the time of subdivision map recordation, the performance evaluation shall determine the improvements necessary to carry Specific Plan generated traffic, as well as the fair share cost to construct such improvements. If the future subdivision is conditioned to construct a phase of improvements which results in an overpayment of the fair-share cost of the improvement, then an appropriate adjustment (offset) to the fees paid to Los Angeles County and/or City of Santa Clarita pursuant to Mitigation Measure 4.8-6 above shall be made.
- SP 4.8-11 The applicant of the Newhall Ranch Specific Plan shall participate in an I-5 developer fee program, if adopted by the Board of Supervisors for the Santa Clarita Valley.
- SP 4.8-12 The applicant of the Newhall Ranch Specific Plan shall participate in a transit fee program, if adopted for the entire Santa Clarita Valley by Los Angeles County and City of Santa Clarita.
- SP 4.8-13 Prior to the approval of each subdivision map which permits construction, the applicant for that map shall prepare a traffic analysis approved by the Los Angeles County Department of Public Works. The analysis will assess project and cumulative development (including an existing plus cumulative development scenario under the County's Traffic Impact Analysis Report Guidelines (TIA) and its Development Monitoring System (DMS)). In response to the traffic analysis, the applicant may construct off-site traffic improvements for credit against, or in lieu of paying, the mitigation fees described in Mitigation Measure 4.8-6 of the Newhall Ranch Specific Plan Final EIR. If future subdivision maps are developed in phases, a traffic study for each phase of the subdivision map may be submitted to determine the improvements needed to be constructed with that phase of development.